

GREAT DAMAGE IN HEART OF BERLIN

See Page 3

Your daily need is

RICKSHAW BRAND
CEYLON TEA
THERES NONE BETTER

CHINA MAIL

FIRST NEWSPAPER IN THE FAR EAST. ESTABLISHED 1845.

No. 91,999

SATURDAY, NOVEMBER 16, 1940

Price: 10 Cts.

INSIST ON

Fairy Brand

Australia's Choice.

BUTTER

COVENTRY HEAVY HIT IN WAR'S WORST BOMBING

REPRISAL FOR MUNICH!

The raid on Coventry was mentioned in yesterday's German High Command communique which states: "The Luftwaffe last night was able to strike an extremely heavy blow at the enemy by a large-scale raid on an important Midland armament works in retaliation for the British raid on Munich."

The communique adds the attack on Coventry was "particularly vigorous and successful" and claims that "numerous engine works and large plants of the aircraft industry as well as other plants of military importance were plastered with bombs of the heaviest calibre which caused tremendous devastation."

It states fires caused were visible from the Channel coast. The Nazi communique also claims that shipping was successfully attacked off the Irish and Scottish coasts and in the North Sea. — Reuter.

VON PAPEN BACK IN ANKARA

Franz von Papen, German Ambassador to Turkey, returned to his post yesterday after leaving for Berlin two weeks ago.

Von Papen's return immediately after M. Molotov's departure from the German capital is arousing great interest in Turkish political circles.

M. Gerede, Turkish Ambassador to Germany, is expected in Ankara shortly.

He is reported to have visited M. Molotov prior to the latter's departure from Berlin. — Reuter.

BRITISH OFFER TO SOVIET

DE FACTO RECOGNITION OF THE INCORPORATION OF THE BALTIC STATES IN THE SOVIET, A GUARANTEE THAT RUSSIA WOULD BE A PARTICIPANT IN ANY PEACE SETTLEMENT CONCLUDED AFTER THE WAR AND AN ASSURANCE THAT BRITAIN WOULD NOT BE ASSOCIATED IN ANY ATTACK AGAINST SOVIET RUSSIA.

These were among proposals submitted through the British Ambassador in Moscow to M. Vishinski, Deputy Commissar for Foreign Affairs, on October 22.

COVENTRY ATTACK: NAZI VERSION

"Expert circles in Berlin describe the reprisal raid on Coventry as the most severe in the whole history of the war," states the official Nazi news agency which claims that several hundred planes unloaded 450,000 kilogrammes of bombs on the city. — Reuter.

RAIDERS COME OVER IN 100'S

The Luftwaffe apparently copied R.A.F. strategy in Thursday night's raids which were the biggest night attacks hitherto made on Britain.

Strong forces consisting of heavy and fighter-bombers, numbering hundreds of planes, came over in the moonlight and concentrated attacks largely on the industrial area in the provinces.

A few isolated attacks on London were possibly a ruse to keep the British alert around the capital while large enemy formations passed over to the Midlands.

It is assumed in London that Germany is changing her night tactics in the light of the substantial success of the R.A.F. in concentrating on military and industrial areas and thereby admitting the failure of the haphazard and indiscriminate bombing of the last few months.

Reports hitherto received, however, suggest no serious damage was done to British factories or industrial output. — Reuter.

CHANNEL GUN DUEL

FOR TWO HOURS YESTERDAY, BRITISH AND GERMAN LONG-RANGE GUNS EXCHANGED SHOTS IN A DUEL ACROSS THE CHANNEL.

The British guns went into action shortly after dawn, and a little later the Germans replied.

No civilian casualties are reported on the British side. — Reuter.

Reuter's diplomatic correspondent learned from authoritative quarters in London yesterday.

The correspondent adds that hitherto the British Government has received no reply. — Reuter.

Grim Scene Of Destruction When Dawn Breaks

THE PROUD SPIRE OF COVENTRY CATHEDRAL YESTERDAY STOOD AS SENTINEL OVER A GRIM SCENE OF DESTRUCTION FOLLOWING THURSDAY NIGHT'S APPARENT GERMAN ATTEMPT TO MAKE COVENTRY A SECOND GUERNICA.

From dusk to dawn there was seldom a period above two minutes when a bomb could not be heard falling. In the first six hours of the attack wave upon wave of 25 or more bombers in quick succession scattered hundreds of bombs of all types over a wide area.

The brilliant moonlight was not sufficient for the raiders who dropped flares and incendiary bombs to light up the scene and the city was soon bathed in a great red glow.

The barrage from ground defences never slackened and the raiders were mostly kept at a great height from which accurate bombing was impossible.

Some fires were still alight when the Germans flew off terminating a night of merciless and indiscriminate bombing.

Mr. Herbert Morrison, Minister of Home Security, visited Coventry yesterday and, according to a communique, toured the most heavily bombed parts of the city and was much impressed by the courage and cheerfulness with which the people faced the ordeal.

Few Shops Open

Not many shops in Coventry were open yesterday but in the window of a fruit store damaged by blast was the notice "Business as usual, Nuts to Hitler."

A gallant attempt to deal with twelve incendiary bombs which fell on the Cathedral was made by the Provost, the Rev. R. T. Howard, and a party of "Cathedral watchers."

They were attempting to smother the bombs with sand when another shower of incendiaries, accompanied this time by high explosives, fell on the Cathedral and rendered their efforts impossible.

Only the tower and steeple remain.

600-Years Old

Built in the 14th Century, the Cathedral was one of the noblest examples of the perpendicular style of architecture in England.

The steeple rises 300 feet. The 15th Century glass which filled two of the five large windows of the apse was removed to a place of safety some time ago, together with other valuable glass.

In addition to the Cathedral, two churches and a Methodist chapel were wrecked, as well as a library with thousands of volumes and treasured manuscripts.

Three Spires

Coventry is widely known as

MUNITIONS TRAIN HIT AT LEHAVRE

Five hundred houses were destroyed at one stroke when a munitions train was blown up by a British bomber at Le Havre, the Havas agency declared from Clermont-Ferrand yesterday.

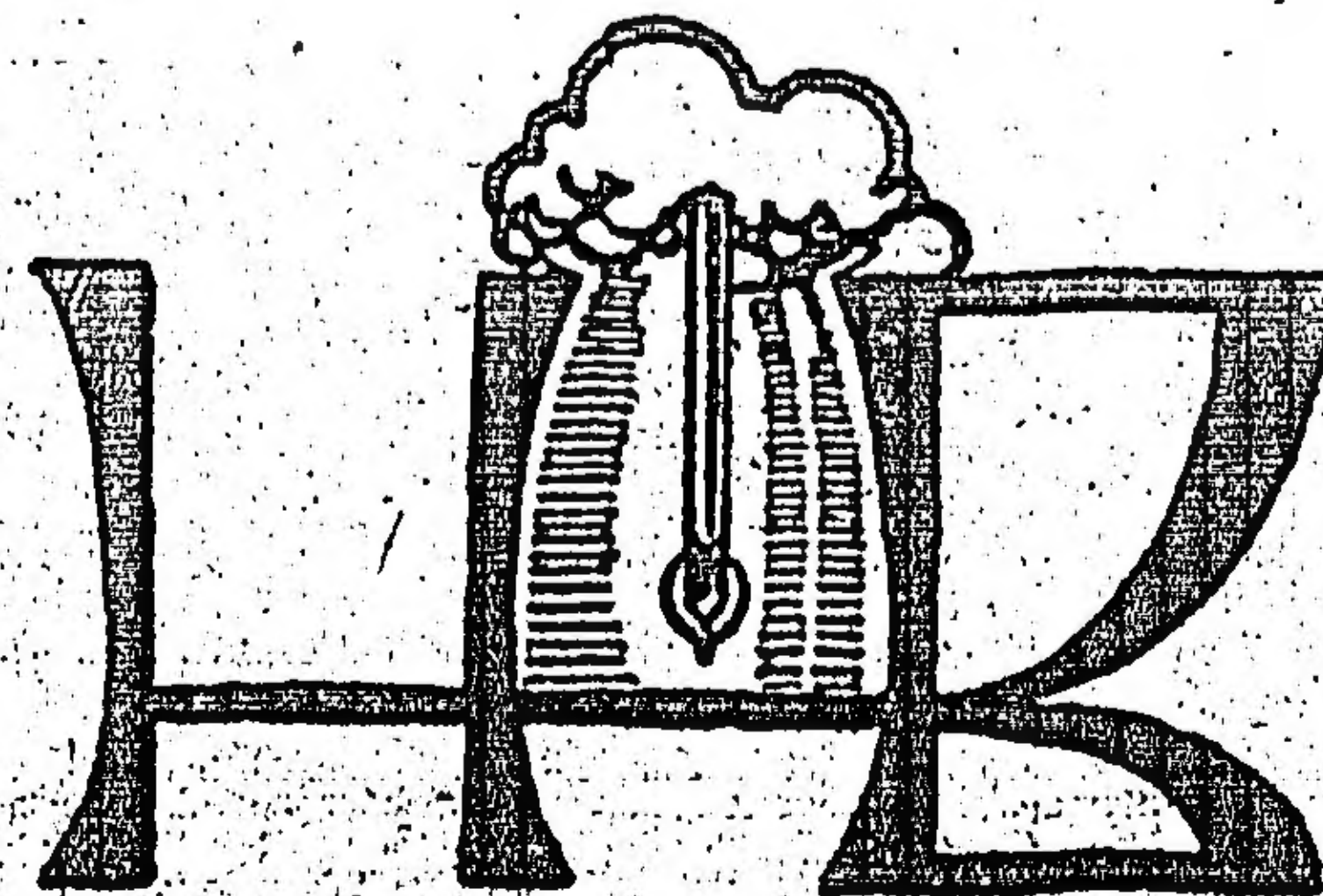
The agency adds that the German occupied town of Le Havre has suffered severely through British air raids.

A petrol plant on the outskirts was destroyed. Hundreds of families are homeless and several important business houses have evacuated the town. — Reuter.

MIDDLE EAST QUIET

On all fronts no change, announced a G.H.Q. communique in Cairo yesterday. British patrols continue their activity around Metemma which is also being harassed by artillery fire. — Reuter.

HAVE AN H.B.—



—AND THEN TRY!

TARANTO AND THE FAR EAST

China Predicts Repercussions In Tokyo

Expansion Policy Less Promising

THE BRITISH VICTORY AT TARANTO IS HAILED AS A VITAL BLOW TO THE AGGRESSORS, AND PARTICULARLY JAPAN, BY THE INFLUENTIAL CHINESE DAILY IN CHUNG-KING "TA KUNG PAO" IN A LEADING ARTICLE.

"We Chinese," the newspaper declares, "are naturally anxious to know what possible effects the British naval victory at Taranto will have on the Far Eastern situation."

ROME CLAIM REFUTED

An Italian claim that a submarine torpedoed a British battleship of the Ramilies class is quite untrue, the Admiralty announced in London yesterday.—Reuter.

W.V.S. SAVE HUN VICTIMS

Holding the third line. That is the job of the green and red uniformed heroines of the Women's Voluntary Services, the Fairy Godmothers of the bombed and wrecked areas.

Their work has become increasingly valuable in the war against the civilian.

The third line means the salvaging of human beings in the devastated areas. It means that from their own often-bombed offices in London and its suburbs the W.V.S. are carrying on quietly in the merciful task of providing food and rest for air raid victims.

Their mobile canteens are there, their own private cars to transport the homeless.

Children Cared For

Perhaps the most merciful of all is their general scheme of adoption of homeless and orphaned children, mostly under five years of age, wandering about looking for someone who knows or re-

"Japan withheld her southward expansion awaiting three things. Firstly, the failure of President Roosevelt in the American election;

"Secondly, the victory of Italy and Spain in the Mediterranean and possibly the occupation of Gibraltar and the Suez Canal; and Thirdly, an understanding with the Soviet.

Two Objectives Fail

"Once these three objects were realised Japan was expected to launch an immediate attack on Singapore and the Netherlands East Indies.

"But President Roosevelt has been re-elected while the Taranto victory has destroyed all hopes of Italian success in the Mediterranean.

"World developments largely depend on military developments.

"The successful Chinese resistance, British resistance to German air attacks on England, the strong Greek resistance and now the Taranto victory, tell the aggressors that their plans will not run a smooth course.

"If Italy denies the British claims it is time for the Italian fleet to leave Taranto Bay and face the British fleet in the Mediterranean." — Reuter.

members them.

To these toddlers the familiar green and red uniform has come to mean a safety sign in all the horror of the Nazi war against the Little Man in civil suburbia. Transported in the W.V.S. own private cars, they are taken to some of the country houses provided by the American Red Cross and cared for by Ministry of Health experts.

In areas which have been so badly damaged that there are seldom survivors, the W.V.S. are there to help the Government workers in an emergency.

One W.V.S. worker recently climbed into a deep crater amid smouldering wreckage when A.R.P. workers came upon a case where women's help was needed.



M. Raczlewicz, President of Poland has visited recently a naval port where he inspected some of the Polish ships now fighting for Britain. H.E. was accompanied by Polish High Officials. M. Raczlewicz is here seen aboard the Polish destroyer "Blyskawica" (Lightning). (Copyright, Fox).

COURAGE UNDER ORDEAL

Under the caption "How are the British bearing up? London papers tell the story," the New York "Herald-Tribune" recently published a great variety of excerpts from London newspapers.

They are a mixture of grave and gay, with not a hint in them anywhere, as the New York "Herald-Tribune" said, of defeatism. On the contrary, there is the prediction, "repeated again and again in letters from the humble and in statements by notables," that Great Britain will triumph.

The news thus given, the New York "Herald-Tribune" says, is "an even more enlightening answer to the question: 'How are the people of the British metropolis standing up under ceaseless air bombardment?' than that given by foreign correspondents, for, where those correspondents are concerned only with their picture, the newspapers reflect a hundred and one details of everyday life that are not considered important enough to warrant cable space or telephone tolls."

A Picture For Pride

This latest picture of British courage is one no Briton could see without pride, and few Americans without overwhelming wonder and admiration. Through innumerable photographs published in American newspapers and magazines of the savagery perpetrated on London by German bombers, and now through the first moving pictures of the raids, people in this country have had shown them with terrible vividness something of the ordeal Londoners are undergoing. They have been sickened and angered by the barbarity of these attacks and by the hypocrisy which pretends that they are directed only at legitimate targets.

At the same time their wish to aid in every way possible has been greatly intensified. Sympathy was never wanting here, nor money to relieve suffering in Britain, but what was only a steady stream before is beginning now to look like a flood. Denied for a time by national policy from giving aid in all the ways they would wish, Americans are finding much less than a perfect satisfaction in increasingly giving their services and money for works of mercy. But that they are doing wholeheartedly and without stint.

SUNER AGAIN JOURNEYING TO BERLIN

The Spanish Foreign Minister, Senor Serrano Suner, will shortly leave for Germany for conversations with Ribbentrop, the Nazi Foreign Minister, it was announced in Berlin yesterday.—Reuter.

BURMA ROAD IN FULL OPERATION

Despite frequent Japanese bombings, including another yesterday morning, the Burma road is functioning to fullest capacity.

Between October 18 and October 31, 188 lorries left Lashio proceeding east and all Thursday night large convoys roared through the streets of Yunnanfu.

The streets were thronged with Indian drivers gazing at the unfamiliar Chinese scenes.

A number of light Japanese bombers appeared over Kunming at 8 o'clock yesterday morning. They circled over the environs of the city for half an hour, bombing and machine-gunning the roads despite intense anti-aircraft fire.

Many bombs were dropped but no reports of damage are available. The all clear sounded after five hours—at 1 p.m.

Heavy rain thoroughly soaked Yunnanfu (Kunming) residents taking refuge in the surrounding countryside.—Reuter.

AMERICA HEARS RAID WARNING

What the New York "Sun" calls "unquestionably the greatest battle in history" is the major theme of all American newspapers and broadcasters. It was brought home in dramatic fashion to American listeners one morning when air raid signals were plainly heard on the radio.

"We believe," declares the "Herald Tribune," "that as Goering's roaring hosts assault Great Britain in ever greater masses, resolute and vigorous action by the President, by Congress, and by every responsible authority, will evoke only a deeper response from the public."

The Washington columnists, Drew Pearson and Robert Allen, report to-day that United States military experts in England have been "puzzled because a handful of British planes have been able to chase away ten times as many Nazi bombers." They add:

"American Air Attaches have sent glowing reports of the British success, telling how sometimes one R.A.F. pursuit plane would put to flight a Nazi squadron. Now the mystery of German tactics has been solved. Enough German planes have been shot down to establish that most of them are not equipped with navigation instruments."

Newspaper readers are now able to study dozens of eye-witness reports of actual fighting sent by American correspondents. Typical is a story by the United Press representative at a North-East coast town, who writes: "I saw German planes fall from the sky above this fortified coastal town to-day like pigeons shot on the wing."

The same agency's London correspondent says: "Nowhere in London when the sirens screamed was there any sign of panic. Those who went to the shelters walked; they did not run. One of the vividest accounts of the raid came from a group of bus passengers who did indeed rush to the exits, but only so that they could climb on the top for a grandstand view." Writing in the New York "Times," W.F. Lysmith says: "The remarkable achievements of the R.A.F. convince some observers that the British have evolved something new in the technique of air fighting." One theory of the British success, he remarks, is that while the German pilots are as competent as ever, there has been a marked deterioration in the accompanying crews, particularly gunners.



The pilot of a Messerschmidt 109 who was thrown clear when his machine was shot down into the sea off Folkestone, was rescued by 2nd Lieut. M. E. Jacobs, who plunged into the sea. The German pilot is seen being carried away after the rescue. Lieut. Jacobs is in the background, bare-headed, with Corporal's greatcoat. (Copyright, Fox).

R.A.F. Makes Chaos Of The Railway Transport System

GREAT DAMAGE DONE IN BERLIN RAID

THE GREAT DAMAGE done when the R.A.F. on Thursday night attacked Berlin's great terminal railway stations and extensive goods yards will have increased the chaos that the R.A.F. has already made of the German transport system, states the Air Ministry.

Berlin is the most important focal point in the railways of central Europe. Such damage to vital centres, it adds, will affect not only Germany herself but also her transport in countries she has overrun.

One of the bomber pilots who took part in the raid told yesterday how a Berlin building blew up with a terrific explosion that lit up the sky and momentarily silenced the gun batteries.

MOTORING BAN IN FRANCE

Under a recent order no private motor-car in non-occupied France may use the roads whatever fuel it burns, while efforts are being made to equip 50,000 lorries with gas-burning carburettors, says the "Daily Telegraph."

In the occupied area the Germans, in conformity with their usual policy, are making a few exceptions. La France au Travail, on their behalf, warns "gilded youths" against the practice of "wandering" special permits to take them, for instance, from the Carpenter Bar to the "Boeuf sur le Toit," a well-known night establishment has not ceased.

The lack of road communications, due to the fact that France has only 240,000 tons of petrol in stock, or enough for five weeks' normal running, has thrown on the railways a strain to which they have proved unequal. The difficulties are due to the fact that the Germans either cannot or will not supply the necessary coal.

Postal Chaos

Postal arrangements are consequently in a state of chaos, and the newspapers in the non-occupied zone warn their readers that the subscription service has had to be suspended.

Meanwhile the number of cyclists in France is said to have increased to 10,000,000, and an attempt is being made to manufacture 2,000,000 bicycles every year. It has become impossible to exchange a motor-car for a bicycle and a warning has been issued that it will be difficult, if not impossible, to replace tyres owing to the lack of rubber. Doubts are also expressed whether there is enough steel to construct the expected 2,000,000 bicycles.

Restaurant keepers in Lyons have been ordered to serve standardised meals to persons of modest means. The price and the menu are laid down, but a special ticket must be produced, though these, apparently, will be issued on a fairly generous scale.

For five francs, about sixpence, bread, a plate of fish or meat with a vegetable, and either dessert, soup, or hors d'oeuvre must be provided. As the charge cannot possibly cover the cost of the food, it is expected that the price of meals served to other customers will be considerably raised.

There was a full moon and he said it was one of the best nights for bombing he had ever known.

Heavy attacks on enemy aerodromes in Norway and France were carried out by the R.A.F. on Thursday night. It was announced in London yesterday.

A force of Blenheim bombers attacked the air base at Vannes Neucon, in Brittany, and repeated hits which caused a number of fires were obtained on runways and along the dispersal area.

Bombers Attack

One pilot, states the Air Ministry news service, observed twin-engined bombers concealed in a wood and following his example most of the other crews bombed the hiding place heavily.

A train approaching the aerodrome was machine-gunned.

Separate formations of Blenheims and Hudsons visited St. Legar aerodrome, north-east of Amiens, where many direct hits were scored and the railway damaged. The Hudsons made dive attacks and the first bomb hit a hangar and other aircraft caused explosions and fires.

Hudsons which went to Norway bombed Stavanger aerodrome in very difficult weather conditions. Low cloud made it difficult to observe the result of the attack but a stick of bombs appeared to hit an ammunition dump.

Many Fires

In addition to targets already mentioned as attacked in Berlin on Thursday night, the Stettin station and railway yard and power stations at Wilmersdorf and Charlottenburg were heavily bombed, states an Air Ministry communiqué.

An oil refinery at Wilhelmshaven and an aeroplane factory at Bremen were also attacked.

Many fires blazed on the aerodrome at Rosendael.—Reuter.

KOWLOON WEDDING

Miss Ethel Hope Banker, eldest daughter of the late Mr. George Banker and Mrs. M. Banker, was married to Mr. William Cecil Low, son of Mr. and Mrs. C. Low, of Edgehill, Liverpool, in St. Andrew's Church this morning.

The Rev. J. R. Higgs, officiated. The bride is attached to Messrs. Lo and Lo, well-known solicitors, while the bridegroom is Clerk to the Pulne Judge in the Supreme Court.



KING AND QUEEN INSPECT AIR RAID DAMAGE—Their Majesties the King and Queen visiting South-West London where they inspected damage caused by recent raids. Photo shows a close-up study as Her Majesty is interested in explanations by a member of an A.R.P. squad. He expresses himself with his hands. (Copyright, Fox).

DAY RAIDS BROKEN UP

Two attempts by massed Nazi raiders to reach London yesterday were smashed by British fighters and ground defences.

The Air Ministry, summing up the day's action, says there was little enemy air activity over Britain.

One formation of enemy aircraft approached the London area and a few succeeded in penetrating to the capital but a small number of bombs were dropped on the outskirts, causing little damage and few casualties.

Six enemy aircraft were shot down during the day. One of our fighters was lost but the pilot is safe.

16 Shot Down

It is now learned officially that 16 enemy aircraft were destroyed yesterday. These are in addition to the two which, as previously announced, were destroyed during Thursday night.—Reuter.

FREE FRENCH NAVAL CRAFT SUNK

THE LOSS BY ENEMY ACTION OF THE PATROL BOAT LE POULMIC WAS ANNOUNCED YESTERDAY BY THE ADMIRAL COMMANDING THE FREE FRENCH NAVAL FORCES.

The announcement says next of kin will be informed as soon as possible, and adds: "The loss of this ship will only increase the determination of all Free French naval forces to continue the struggle against the Germans and Italians until victory for France and Great Britain has been attained." — Reuter.

FIRM TONE ON STOCK EXCHANGE

Shortage of available stock restricted the turnover on the London Stock Exchange yesterday but the general disposition remained good. Industrials made headway on sustained investment demand and Kafirs held full attention. Rubbers were helped by favourable dividend announcements while several oil shares were bought at higher levels. Gilt-edged were quietly steady but several foreign bonds tended upwards. Wall Street was narrowly irregular.—Reuter.

U.S. TACKLES SPAIN ON TANGIER

Representations to the Spanish Government concerning the establishment of military control in the International Zone at Tangier have been made by the United States Ambassador in Madrid.

This was announced by the State Department in Washington yesterday.

It will be recalled that the British Government had already made similar representations.—Reuter.

INDIA'S GIFTS OF AIRCRAFT

India has sent £1,500,000 to London for the purchase of warplanes for the R.A.F., Madras radio said yesterday.

The total is made up of donations large and small, from the princes and peoples of States and British India.

In addition, over £150,000 has been sent for the Lord Mayor of London's Fund for the relief of air raid victims.—Reuter.

ANTONESCU IN ROME

BOTH MUSSOLINI AND COUNT CIANO YESTERDAY RECEIVED GENERAL ANTONESCU, RUMANIAN PRIME MINISTER, WHO IS VISITING ROME.

The Stefani agency says the conversation with the Duce took place in an atmosphere of "lively cordiality" and lasted about an

SIEGFRIED LINE FLOODS

Since the Franco-German armistice thousands of Nazi workmen have been busy working on the Siegfried Line fortifications.

Modern pumping machinery has been brought to the Line from all parts of the Reich, and experts who helped to build the Siegfried positions have been rushed to Baden.

"Cavalcade" learns from reliable sources that since the Rhine floods in February the Siegfried Line has been flooded from Freiburg to Offenburg.

Some time before the Battle of France large fortified areas had to be evacuated by Nazi troops and were wide open to an Allied attack.

The Nazi authorities have now declared the whole Siegfried Line to be a forbidden zone.

Did France Know?

Recently General Ritter von Todt, designer of the Line, inspected the repair works. In some places the water was as high as four feet. Many gun emplacements had been put out of action by the floods.

Did the French High Command know the facts before the Battle of France? Accurate reports of the condition of the Nazi defences were published in the United States as far back as February, but apparently they played no part in Allied fighting plans.

Todt's first job on arriving in Baden was to find scapegoats. His eye alighted on two contractors, Philipp Schubert and Heinrich Megerle, who are to be placed on trial for sabotage. This crime carries the sentence of death by the axe.

Materials Blamed

It is learned that they are at present charged with making unlawful profits from materials supplied for the Siegfried Line, of supplying an inferior iron-concrete.

Their defence is that the materials were up to specification, but that hasty construction did not permit the iron-concrete to dry properly.

Most Nazi troops in the area have been moved into the French Maginot Line, while the Siegfried positions are overhauled.

hour and a half, during which timely questions in connection with the relation of Italy and Rumania with the political framework of the Axis were discussed.—Reuter.

TO-DAY ONLY

KING'S

AT 2.30, 5.10, 7.15 & 9.30 P.M.

EARTHBOUND

Enjoy your most fascinating and exciting entertainment experience!

Starring **WARNER BAXTER**
ANDREA LEEDS
with **LYNN BARI**
CHARLEY GRAPEWIN
HENRY WILCOXON
ELIZABETH PATTERSON



A 20th Century-Fox Picture

ADDED

JUST RECEIVED BY CLIPPER

LATEST MOVIE TONE WAR NEWS

TO-MORROW

WARNER BROS.

STARRING
WAYNE MORRIS
ROSEMARY LANE
HUMPHREY BOGART

"THE RETURN OF DOCTOR X"

ORIENTAL

TAKE ANY TRAM OR HAPPY VALLEY BUS

FLEMING ROAD WANCHAI TEL 50672

LAST 4 TIMES TO-DAY

The Screen's most Powerful Emotional Drama!

A brilliant performance and an unforgettable story presented on a lavish scale in a love triangle the screen has never known before.

EDWARD SMALL presents
MADELINE CARROLL
BRIAN AHERNE
LOUIS HAYWARD
My Son, My Son!
with **LARAIN DAY**, **HENRY HULL**, **JOSEPHINE HUTCHINSON**
SOPHIE STEWART, **BRUCE LESTER** Screenplay by Lenora Coffin

TO-MORROW AND MONDAY

A Thrilling Adventure Drama Of The Northwest!

Paramount presents
Ray Milland **Patricia Morison** **Akim Tamiroff**
"UNTAMED"
IN TECHNICOLOR

MATINEES: 20c-30c EVENINGS: 20c-30c-50c-70c

STAR THEATRE

HANKOW ROAD, KOWLOON DAILY AT 2.30, 5.20, 7.20, 9.20 TEL 57795

TO-DAY ONLY

IT'S A WORLD'S FAIR OF FUN... WHEN THIS GAY BLONDE HAS THE MEN ON THE RUN!



GOOD GIRLS go to PARIS

MELVYN DOUGLAS **JOAN BLONDELL**

TO-MORROW R-K-O Picture

"CROSS-COUNTRY ROMANCE"

Gene Raymond — Wendy Barrie

AIR FORCE ATTACKS RANGE OVER BIG AREA IN MIDDLE EAST

THE WHOLE DOCKYARD at Taranto was plastered with bombs and fires were visible over 50 miles away when a formation of R.A.F. long-range bombers attacked the base on the night of Wednesday/Thursday.

The raid, said the Air Ministry in London yesterday, met with considerable success. Seven fires were started, one of which was followed by a violent explosion.

Another explosion lit up Taranto 15 minutes after the bombers had left.

NEW BRITISH TANK

A new British tank, now in use, combines with speed the maximum amount of armour and armament capable of piercing the protective shields of any vehicle which the enemy has yet put into the field.

The successful combination of these qualities is the result of years of experiment. Although recent experience in France and Belgium has dictated a change in the composition and handling of armoured formations, our designs for the cruiser tank and the more heavily armoured tank to support infantry, have stood up to the acid test of modern war to a highly satisfactory degree.

Speed has not been sacrificed to armour, since it is held that speed is, in effect, a kind of armour. Nor has fire-power been neglected. The authorities realise, however, that the old race between the gun and armour is not at an end, and a close watch is being kept on any advance in either direction.

German Mistake

The British light tank, which originally carried two men, now carries a crew of three. The Germans had made thousands of two-men tanks before they learned of our change. They employed these small tanks in Poland, and there discovered their mistake.

The Nazis have also copied our dress for tank crews, blue overalls and a beret. Taking advantage of this similarity, a British officer in France halted a German tank formation by waving a map and shouting the German equivalent for "Stop". One man, however, raised the cry, "Engländer," and the British officer fled.

SCHISM IN THE IRON GUARD

With the expulsion from the Rumanian Legionary (Iron Guard) Party of members — some of them important — who demonstrated against the Government, an open split has now developed in the movement, according to reports from Bucharest received in Be grade last night.

Those expelled under a decree signed by Horia Sima, V Premier, and Iron Guard leader, include three opposition leaders: Dimitrescu, Borca, Dimitri Zagona and Georg Cloragaru. The Legionary newspaper, Bucharest writes, "There are in Rumania who are unwilling to follow the present foreign policy." — Reuter.

In Albania, enemy troops and motor transport concentrations were bombed at Koritza. Direct hits were obtained on buildings and a motor transport convoy. A bridge four miles south of Lake Okrida was destroyed.

Two of our aircraft failed to return.

A jetty was destroyed and a barge sunk when the harbour of Valona was attacked on Wednesday.

In Libya an enemy camp was bombed at Tummar, a warship was bombed at Tobruk, the town and harbour bombed and one building set on fire.

Abyssinia Bombing

A fuel depot at Gura, Italian East Africa, was attacked on the night of Tuesday/Wednesday and a fire started which burnt out four buildings.

At Keren the railway station was bombed and a viaduct damaged.

The railway station at Agordat was also attacked and objectives were hit at Diredawa.

With the exception of the raid on Koritza all our aircraft returned undamaged. — Reuter.

Aerodrome Attacked

Several fires, two of which could be seen 35 miles away, were started at Chinese aerodrome, near Diredawa, on the Addis Ababa-Djibouti railway, in three raids on Thursday night by R.A.F. planes from Aden, it was announced in Aden yesterday.

Since the R.A.F. destroyed Assab aerodrome on the coast Chinese has become one of the principal Italian bases for air attacks on Aden and shipping in the Red Sea.

The R.A.F. bombers met with resistance by fighters and anti-aircraft guns but returned safely. — Reuter.

BURMA SQUADRON IN ACTION

A Burma air squadron took part in the operations against German and Italian machines over the Thames Estuary and the south-east coast last Monday, according to Madras radio yesterday.

This was the day when 13 Italian and 13 German planes were shot down. There were no casualties in the Burma squadron. — Reuter.

MANCHESTER NOVEMBER HANDICAP

The following are probable runners in the Manchester November Handicap: —

Blacks Peak (D. Smith), Bellman (Harry Wragg), Owenstown (Taylor), Pappageno II (Richardson), Tutor (E. Smith), Rodeo II (Brennan), Hamac (Littlewood), Longriggan (Beasley), Planchado (Gordon Richards), Beindearg (Nevett), Queen of Shiraz (Mather), Harthill (Beary), Wayward Miss (Bezant), Czadas (Sammy Wragg), Roderick Dhu (Cliff Richards), Sir Roger (Dick), Lister (Mullins).

The following ponies have not been given jockeys: — Cheerful Star, Brangore, Cinque Cento and Moody. — Reuter.

CATHAY

DAILY AT 2.30, 5.15, 7.20 & 9.30 P.M.
MATINEES: 20c, 30c EVENINGS: 20c, 30c, 50c, 70c

TO-DAY — TO-MORROW — MONDAY

FIND THRILLS! As Hedy Lamarr, exotic star of "Algiers" loves Robert Taylor!

FIND ROMANCE! As they love in the hush of a deep purple night!

FIND DRAMA! As the white man's code shadows their love... as they lead her to the back streets of life!

ROMANCE worth waiting for!
TAYLOR LAMARR
Screen Play by DEN HECHT • Directed by JACK CONWAY
Produced by SAM ZIMBALIST
LADY OF THE TROPICS
Hedy... the exotic... the glamorous... in the arms of Robert Taylor!

"STAND UP AND FIGHT" Wallace Berry Robert Taylor

"BAD LITTLE ANGEL" Virginia Waldier Guy Kibbee

MUTT AND JEFF

By BUD FISHER



Nazi Propaganda In Shanghai

European war propaganda for the Far East centres largely in Shanghai's International Settlement, with the Germans surprisingly active despite their numerical and economic inferiority.

Both the Germans and the British issue pamphlet newspapers called "noon extras" in English, each coming from the office of a regular newspaper—the Ostasiatischer Lloyd (itself published in German) and the "North-China Daily News," respectively.

Each now maintains a special publicity attache and the German official has been particularly active in staging tea-parties for the press, propaganda motion picture shows for large lists of invited guests, and so on.

So alarmingly did the German side of the case begin to get into the public eye despite the fact that Britain has two English language dailies here and the Germans none, aside from the "noon extra," that British Ambassador Sir Archibald Clark-Kerr detach-

ed his private secretary, dynamic young John Alexander, to take over the press work at Shanghai. Mr. Alexander has been particularly active in making contact with the Chinese newspapers.

Wherever the Japanese are in occupation of China, the Germans have things all their own way in a publicity sense. Especially striking is the case of Manchuria's only English language daily, the "Manchuria Daily News" at Hsinking, which is Japanese-edited but which devotes about as much news and editorial attention to the Germans as to Dai Nippon.

It has recently been realised that the Germans and Italians have apparently been busy with at least "fifth-column" penetration, if not more obvious efforts, even in the American-controlled Philippines. This has led to quite a flurry and to various measures of safeguard.

The German news agency Transocean brings a liberal telegraph service to the Far East but in Shanghai it is published only by an American and a Chinese-owned American-registered paper, additional to the Germans. It is now boycotted by the two British dailies. The Germans have their own local "Lord Haw-Haw" who broadcasts rather effectively.

BUSINESS AS USUAL

Business as usual—with remote control—was the watchword in one South-East Coast public-house during recent raids.

A sailor took the barmaid's place when she went down to the shelters. He served Navy and Mercantile Marine men with beer. He roared the orders down to the barmaid, and her piping voice told him the right price to charge.

Bomb On Rugby Pitch

An incendiary bomb fell on the Rugby pitch at a London school. In the absence of the first fifteen, employees of the school turned out and dealt with the interloper in far less than the regulation 90 minutes.

In future Sunday services at St. George's Church, Ramsgate, will be held underground in the crypt, which provides shelter for 2,000 people, it has been decided.

No Blast For Dogs

A canine blast-proof and splinter-proof air-raid shelter for 36 dogs has been designed by the National Canine Defence League of the R.S.P.C.A. It is to be placed in Kensington Gardens.

Mr. Harold Nicolson, Parliamentary Secretary to the Ministry of Information speaking at Leicester, said that on one occasion "a German bomber dived down out of the clouds and bombed a Midland city and zoomed back again. "We found out afterwards that the pilot thought he was over a city 36 miles away," he said.

A newspaper contents bill seen in the City:—

TO-DAY'S MENU:
SIREN SOUP
HEINKEL HOT-POT
JAGUAR JELLY

Tram Catches Fire

In another town a tram caught fire. Passengers left, and the tram was driven to a garage, where the flames were put out.

Persons rendered homeless in a Northern town speak highly of arrangements made to feed and house them. Boots, shoes, and dresses were provided—but there was a shortage of women's underwear.

Seventeen chickens were killed in a London backyard during the raids. There was one survivor.

A wall clock remained hanging in a shattered house, the pendulum swinging and the chime striking the hours and quarters while rescue parties searched the debris.

LEARN DANCING IN 6 HOURS

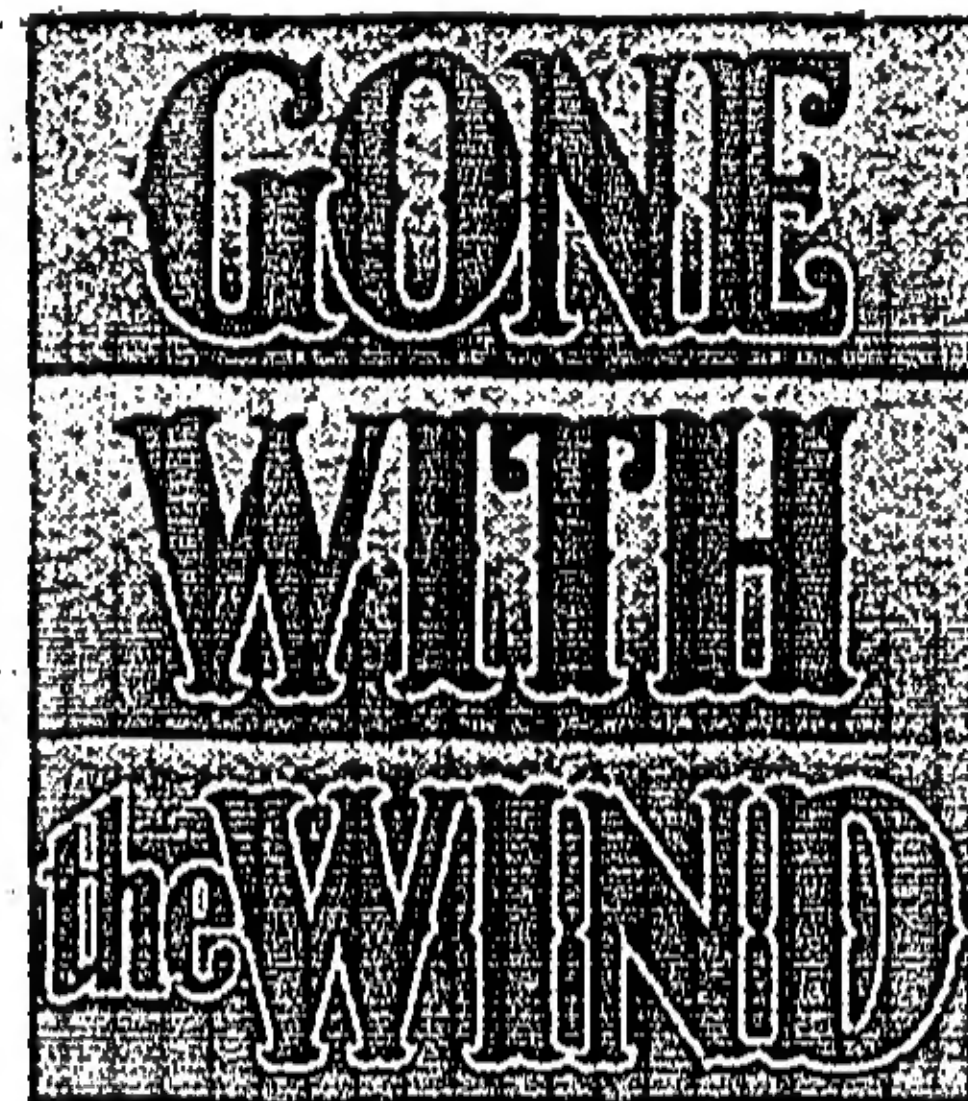


Rapid easy lessons. Beginners—a specialty. Advanced course. Modern Ballroom Dancing, Tango, Tap. Expert. Tutored. Tel. 30933.

TONY'S DANCE STUDIO
615, China Bldg., 6th Flr.,
(Opp. King's Theatre)

QUEEN'S & ALHAMBRA

POSITIVELY LAST TWO DAYS
TO-DAY & TO-MORROW At 2.30 & 8 p.m.
(Extra Show 10 a.m. at QUEEN'S Only).



ALSO
Latest
News
Just
Received
By
Clipper

MONDAY AT QUEEN'S
"Bridal Suite"
Annabella & Robert Young

MONDAY AT ALHAMBRA
"On Borrowed Time"
Lionel Barrymore & Una Merkel

MAJESTIC THEATRE

SHOWING TO-DAY
A THRILLING, SPECTACULAR ACTION DRAMA
IN TECHNICOLOR!

WHEN TORCH AND TOMAHAWK SPREAD THEIR TERROR
... THESE TWO BRAVED THE WILDERNESS TOGETHER!

DARRYL F. ZANUCK'S
Production of

DRUMS ALONG THE MOHAWK

IN TECHNICOLOR
Walter D. Edmonds' great novel of adventure and romance when America was young!

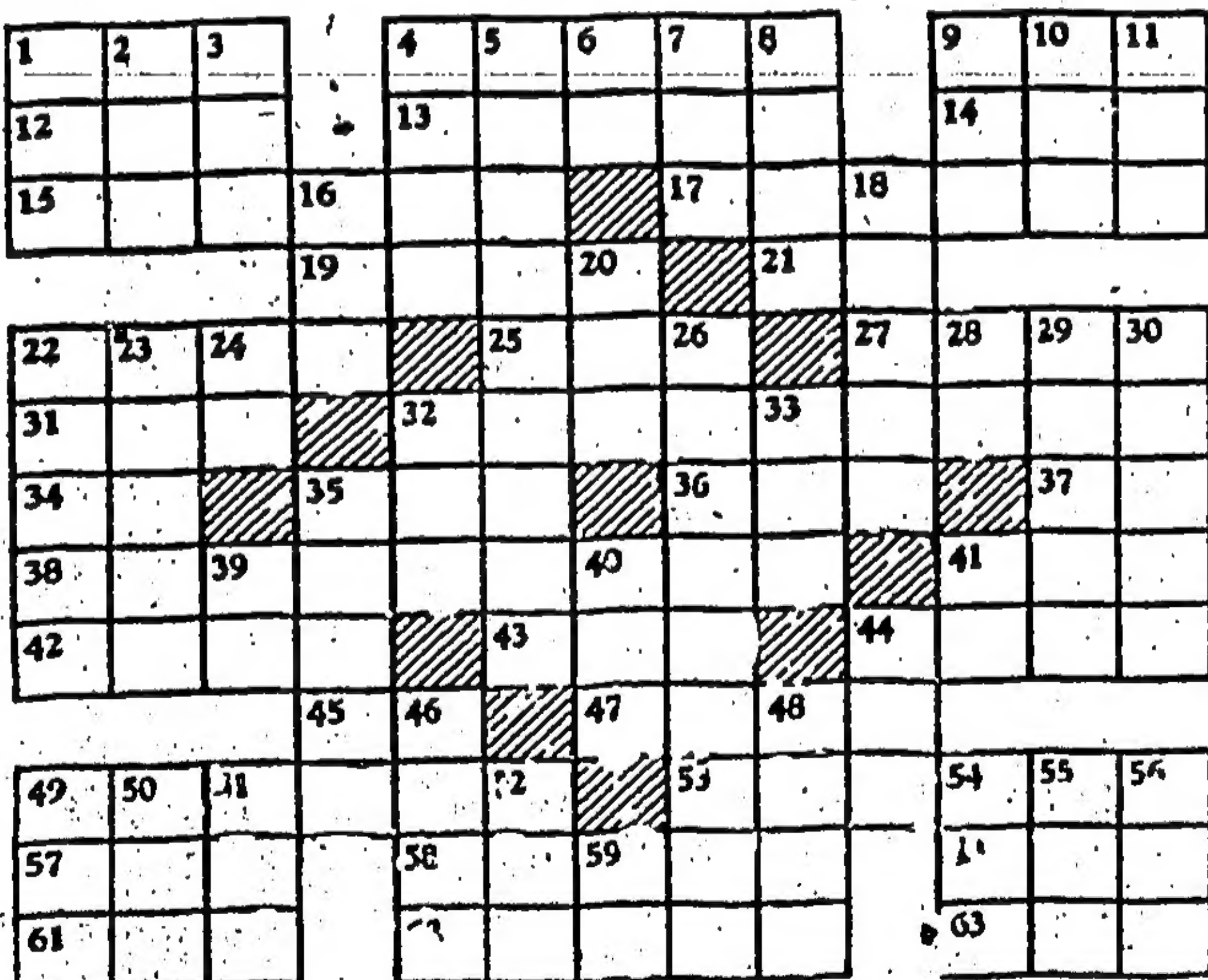
CLAUDETTE COLBERT • HENRY FONDA

EDNA MAY OLIVER • EDDIE COLLINS • JOHN CARRADINE • DORIS BOWDON • JESSIE RALPH • ARTHUR SHIELDS • ROBERT LOWERY • ROGER TIMHE

Directed by JOHN FORD

NEXT CHANGE
Secret Service vs. Spies Action Thriller!
"MURDER IN THE AIR"
RONALD REAGAN — JOHN LITEL — LYA LIS
A Warner Bros. Picture

OUR 10-MINUTE CROSS-WORD

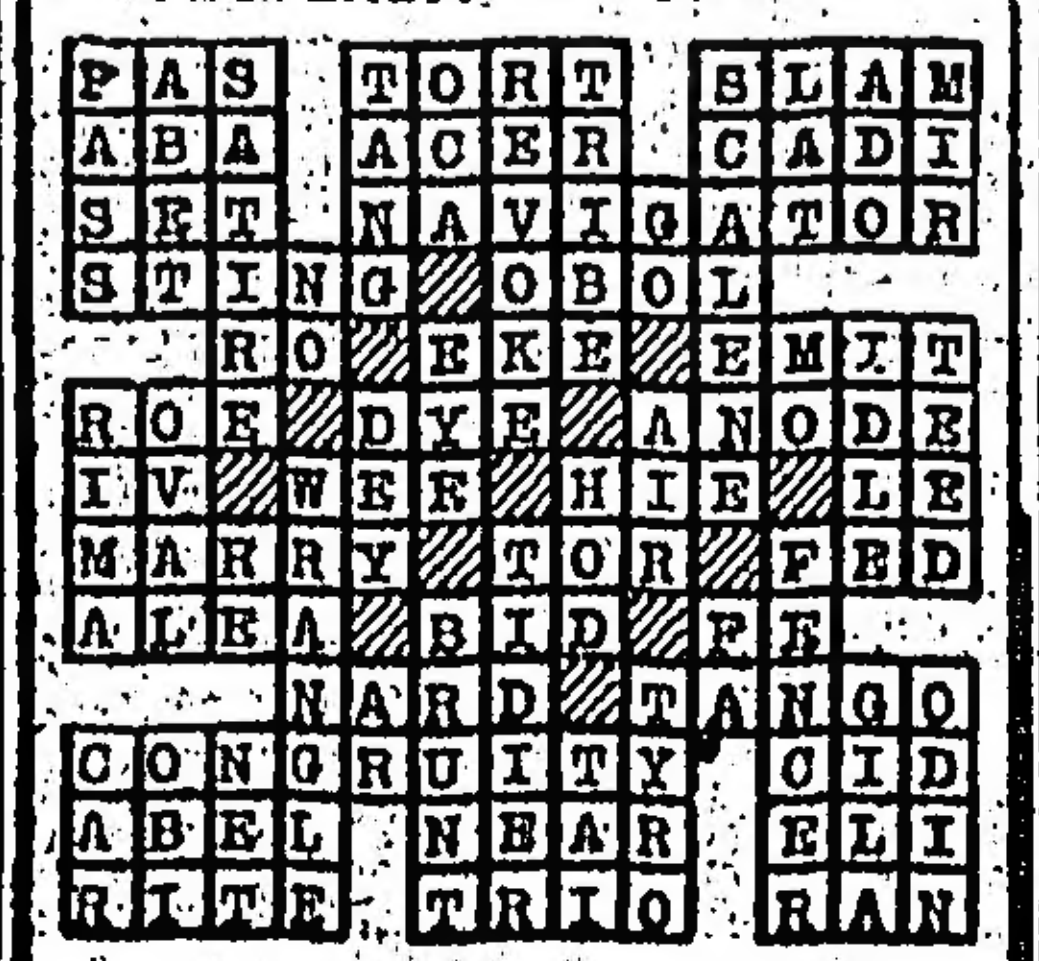


- HORIZONTAL**
- 1 Animal's foot
 - 4 Desert beast
 - 9 Resort
 - 12 Brazilian macaw
 - 13 To entertain
 - 14 To bring forth
 - 15 Girl's name
 - 17 Dividing
 - 19 Labyrinth
 - 21 Therefore
 - 22 Sloping walk
 - 25 Globe
 - 27 Water surrounding a castle
 - 31 High priest
 - 32 Ingenuousness
 - 34 Spanish article
 - 35 Hawaiian dish
 - 36 Negative
 - 37 Pronoun
 - 38 Rufes
 - 41 Precious stone
 - 42 Stair
 - 43 To catch
 - 44 Bricklayer's trays
 - 45 Teutonic deity

- 47 Entreaty
- 49 Nervous affection
- 53 Pertaining to mountains
- 57 To trouble
- 58 Cry of sorrow
- 60 Female deer
- 61 Couch
- 62 Tables for writing
- 63 Boring tool

- VERTICAL**
- 1 Golf term
 - 2 Part of "to be"
 - 3 Wit
 - 4 Scene of Christ's first miracle
 - 5 Pertaining to S. Amer. river
 - 6 Greek letter

YESTERDAY'S SOLUTION



- 7 Worm
- 8 Dregs
- 9 Body of water
- 10 Woodland deity
- 11 Emmet
- 16 Devil
- 18 Celestial body
- 20 Sea bird
- 22 Tall grasses
- 23 To apportion
- 24 Note of scale
- 26 Charcoal
- 29 Preposition
- 30 Pained
- 32 Electrified particle
- 33-Lettuce genus
- 35 Musician
- 39 Pronoun
- 40 Faucet
- 41 To depart
- 44 To befall
- 46 To persecute
- 48 Large deer
- 49 Vehicle
- 50 To hasten
- 51 Ancient
- 52 Beverage
- 54 Girl's name
- 55 Currently
- 56 Snakelike fish
- 60 White

DON'T LET THIS HAPPEN TO YOU!

USE

WATSON'S
DOUBLE DISTILLED
BAIRUM

THE CEREBRATED HAIR TONIC

A few drops sprinkled on the head and massaged in each morning stimulate the roots of the hair, cleanse the scalp and promote healthy growth.

A. S. WATSON & CO., LTD. (EST. 1841)
Wholesale, Retail & Manufacturing Chemists.



In the
HONG KONG HOTEL

DINNER DANCE

With Nick Korin & His Swing Band
NIGHTLY 9 P.M. TILL 1 A.M.
SATURDAYS EXTENSION 2 A.M.

TEA DANCE

SATURDAYS & SUNDAYS — 5 TILL 7 P.M.
THE HONG KONG & SHANGHAI HOTELS, LTD.



Would you clean your
teeth with
SAND?

You wouldn't dare to clean your teeth with sand, because you know those gritty particles would soon destroy the delicate tooth enamel. Yet you may be using a harsh tooth-cleaner which is scratching your teeth in just the same way.

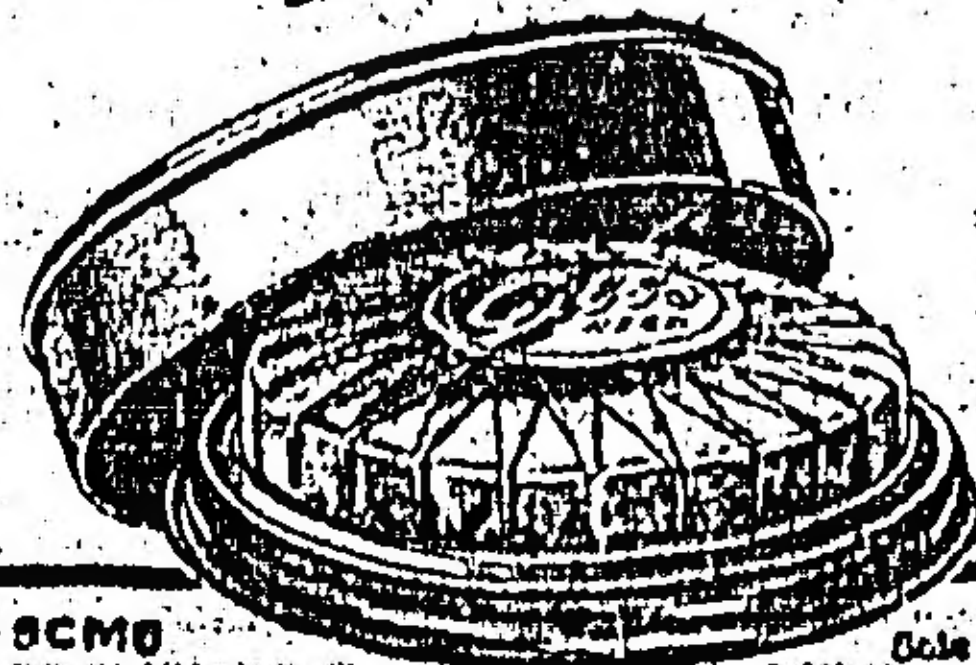
HARSH TOOTH-CLEANERS HAVE THE SAME EFFECT AS SAND — they roughen the teeth, which in time get dull and lifeless. Don't let this happen to your teeth. Use Gibbs Dentifrice! The special

polishing ingredient in Gibbs can never scratch—it polishes. Gibbs penetrating foam will keep your teeth thoroughly clean and healthy, and give them a brilliant shine; after even two or three days' use of Gibbs Dentifrice you see a difference in your teeth.

Gibbs Dentifrice does everything a dentifrice should do in the most thorough manner, gently but surely. Your whole mouth feels fresh when you use Gibbs.

Give your teeth a **SHINE**
with

Gibbs
dentifrice



SCMG

Sole Agents: John D. Hutchinson & Co., Hong Kong.

When The Story Is Told---

When in the after years the tale is told
Of these strange days while Britain stands
at bay,

Holding the pass—as, at Thermopylae,
Leonidas—then write the names in gold,
Along with Dunkirk, Narvik and the rest
Of Bermondsey, Whitechapel, Shoreditch,

Bow,
Wapping and Rotherhithe; who stood the
test

Of total war, nor flinched beneath the
blow.

The people of the little streets stood
film—

And Britain stands. Remember this, May-
fair,

Whitehall and City, when at last the term
Is set to battle; think then of the share
So bravely borne, our freedom to defend,
By front line folk of Borough and East

End.

September, 1940. **G. M. CHAPLIN.**

(Written in a London Fire Station Watchroom
during a raid.)

PEER WHO IS ENEMY ALIEN

THE KING'S ACTION ordering the removal of German and Italian names from the lists of honorary members of British Orders of Chivalry and from the rolls of foreign holders of British decorations and medals, raises the question of what is to happen to the only British peerage now held by a foreigner.

This is the 280-years-old Scottish Earldom of Newburgh, with which go also the subsidiary titles of Viscount Kynnaid and Lord Levingstone of Flacraig. These titles are, and have been for more than eighty years, held by Italians.

The present holder is Prince Gusmani Bandini, who is the ninth Earl—and, since Italy's entry into the war, an enemy alien.

Deprived Of Titles

During the last war, under the Titles Deprivation Act (passed in 1917, but not implemented until 1919), four alien enemies were deprived of their British styles and titles—the Duke of Cumberland and Teviotdale (de jure King of Hanover), his son, the reigning Duke of Brunswick-Lüneberg, the Duke of Albany (reigning Duke of Saxe-Coburg-Gotha), and Viscount Taafe.

The first three were deprived of their style of "Prince of Great Britain and Ireland," and the first and third of their British dukedoms and subsidiary titles. Viscount Taafe was an Austrian, head of an old Irish family which had received the viscounty in 1628 but had long been domiciled in Austria and had become Counts of the Empire.

Under the provisions of the Act of 1917 a committee of the Privy Council reported in March, 1919, that these four had "adhered to His Majesty's enemies," and the King issued an Order in Council depriving them of their British styles and titles.

Presumably a similar course would be adopted if it were decided to take action in regard to the Earl of Newburgh.

Whether the Act of 1917 remains in force is doubtful. There are two references in it to "the present war," which would seem to limit its operation to events occurring during 1914-18. But to redraft and pass it afresh would be a simple business.

Defining An "Enemy"

It defines the expression "enemy" as "referring to the enemies of His Majesty in the present war, and, for the purposes of this Act, a person shall be deemed to have adhered to His Majesty's enemies if since the commencement of the present war he has voluntarily resided in an enemy country or if he has served in the enemy forces or in any way rendered assistance to the enemy."

These Scottish peerages devolved, on the death of the fifth Earl in 1814, on the sixth, Prince Giustini, by virtue of his descent in the female line from Charlotte Maria, daughter and heiress of the second Earl, and countless in her

CHINESE AMAHS NOT TO BE ADMITTED

A communication has been received by the Hong Kong Government from Australia to the effect that the question of the admission into Australia of Chinese amahs who wish to enter the services of evacuees from Hong Kong has been given very careful consideration by the Minister of the Interior, but that it has been decided by the Australian Government that servants of Chinese race cannot be admitted to Australia for this purpose.

own right (whose male issue failed with the fifth Earl). He took no steps to advance his claim, but his only daughter, Cecilia, who had married the Marquis Bandini, established her claim in 1858.

Once Island Rulers

The Giustinianis were an ancient family who had reigned in the island of Chios in the fourteenth century. On the Scottish side the first Earl was Sir James Livingstone, second baronet, who was with Charles II during his exile and became captain of the Royal Bodyguard after the Restoration.

His patent of creation provided for the titles to pass to "heirs whatsoever," which explains their somewhat tortuous descent through female heirs to the present holder.

HOW THE MISSING ARE TRACED

With the assistance of the Wounded, Missing and Relatives Department of the War Organisation of the British Red Cross and St. John Society, the War Office has prepared a leaflet explaining the steps taken by the War Office to trace wounded and missing men.

Lists of missing are compiled by the War Office, Admiralty and Air Ministry and sent to the Wounded, Missing and Relatives Department of the Red Cross and St. John in Belgrave Square, S.W. 1.

The names are forwarded to the International Red Cross Committee at Geneva, which has access to special information.

Belligerents' Agreement

Under the International Convention of 1826 every belligerent Power is bound to provide information about prisoners of war. Germany sends her reports to Geneva, where the Committee can make inquiries for names of missing sent out by Britain.

The Red Cross and St. John also have an organisation of selected searchers, accredited to the military and civil hospitals throughout this country. Inquiries are made from wounded men belonging to the missing men's own units. When searchers' reports are considered reliable the information is sent by the Red Cross and St. John to the Service Departments, which at once inform the next of kin.

Meanwhile, all information obtainable from other sources which might throw any light on the fate of missing individuals is being collected by the Casualty Branch of the Service concerned.

Every Effort Made

Relatives may therefore be assured that, without any application on their part, every endeavour is being made both abroad and at home to trace the missing.

If it is learned that a missing man is a prisoner of war the next of kin receives, with the notification, a leaflet giving full instructions as to how correspondence with him may be conducted.

It should be borne in mind, adds the leaflet, that the announcements of the names of prisoners of war by German wireless stations are made so as to induce people in this country to listen to Nazi views. The lists are incomplete and often inaccurate.

The B.B.C. sends full transcripts of those lists to all three Services, which then inform the relatives of those who can be identified from the particulars given in the broadcast.

"YESSIRS LED BY HAW HAWS"

Strong criticism of British military leadership is expressed by Mr. H. G. Wells in an article in the Labour Book Service bulletin.

"For a year we have suffered continual military defeat," Mr. Wells says. "British and French generalship has been ridiculous. The Germans have beaten us on land everywhere."

"Field-Marshal Sir Edmund Ironside (formerly Chief of the Imperial Staff) is a bespangled triumph of incompetence. He missed the bus because he still believes there must be 'gentlemen officers' and illiterate rankers too stupid to do more than salute and obey. Our army consists of 'Yessirs' led by Haw Haws."

"For so long as we delay a revolution in our army, so long will our poor boys be led by men of the conspicuously low intellectual level of Sir Edmund Ironside and General Lord Gort (who commanded the B.E.F. in France), and so long will we be doomed to be licked on land."



STUBBORN EIRE

Canada's comment on Mr. de Valera's refusal to permit Britain to counter Germany's U-boat bases at Lorient and other French ports, with bases in Southern Eire, indicates that sentiment against Eire's stubborn disregard to plain facts is growing not only in Ulster, where it is strongest, but in all places where intelligent thinking is still possible.

Not only are the denial of bases needed to defend Ireland as well as England at issue, but also the question of sending back to their respective countries the Italian and German Ministers in Dublin.

It is not easy to feel happy with the knowledge that the diplomatic staffs of aggressor nations are present in the capital of Eire, at a time when Nazi submarines are sinking ships off the Irish coast. The close proximity of Dublin to England permits the Ministers of totalitarian states to have access to information which might not be in the best interests of England in her valiant struggle. The fact that the Nazi Legation in Dublin is vastly overstaffed—having fifty or sixty persons—adds to the disquiet.

The problem for Ireland is by no means simple. Eire is neutral. Legally it has the right to do what it likes. It has now complete military control over its own ports, an interest in which Britain in a conciliatory moment abandoned, and of its air bases. It is true that it controls only the southern part of the island and therefore cannot prevent the British from enjoying air bases and essential port "facilities" in the North. Yet Eire's security virtually depends upon the British fleet and air force. Her economic prosperity, too, is bound up with the future of England. Therefore the concern of the Empire is understandable. It is a concern which Mr. Churchill has again expressed and it is obviously an obstacle to better relations between the North and South.

LEY, PRONOUNCED LIE

Dr. Ley, the leader of the Labour Front and Strength Through Joy movement, is apparently one of the more versatile performers in German propaganda; either by choice or necessity it is one of his distinctions to

For the past ten years aircraft designers have been straining every nerve in a race, whose prize is national existence, to produce better and better fighting aeroplanes.

The purse-strings of European exchequers have been unloosed for them. Certain existing models have cost—not thousands of pounds, but hundreds of thousands of pounds to bring them to their present condition of almost supernatural perfection. Men have died from the worry of improving them. Men have died through accident in the engineering shops when producing them. Test pilots have died trying to do the impossible with them.

And now, on the vast military airfields of Europe, they stand gleaming—monsters that have destroyed men and whose very purpose is to destroy men, darlings for whom men have died gladly, and merely to fly which young men scheme and pray and

queue up in anxious files, with eyes glittering and mouths slightly open in dreams of ecstasy with them among the clouds.

For twenty years it has been my daily job to test the best of these dailies of the skies, to master them, to make them show me their paces.

Some of Britain's best (and that, to-day, spells the world's best once again, though it was not so last year), I have chidden and corrected and brought up almost like my own children.

Over the stoves that warm the pilots' rooms in Europe's greatest airfields, I have gossiped with for-

War Birds Of The World

By Captain
H. C. Biard,
Test Pilot and Schneider
Trophy Winner.

It weighs more than thirty tons. Over 670,000 manhours of engineering work and shop labour went into its construction. Its wing span is one hundred and fifty feet from tip to tip; Britain's biggest is about one hundred feet.

There are over seven miles of wiring in the electrical system aboard. It has a massive double-track landing gear, with four huge pneumatic tyres but this gear and the tail wheel are retractable, to offer less wind resistance when flying.

The kitchenette in the hull would be a modern housewife's delight, could she but forget the menace of the machine's existence;

carry over ten thousand pounds of bombs and ammunition as well as a large crew.

In Germany, Junkers and Dornier bombers attain similar proportions and performances. Years ago, I flew a Dornier twelve-engined monster that could carry one hundred and sixty people. Do a sum in simple arithmetic; replace the people by bombs, multiply by two to account for progress in the interim, and the answer, which is staggering, tells you something of one of Germany's weapons to-day.

In Russia, the CKB and ANT types run close—perchance, are bigger still. Italy has her Savoia-Marchetti; Britain has Whitleys, Hampdens, Wellingtons, Wellesleys, Heyfords and plenty more.

Marvels? Terrors? It all depends on the way you look at it!

And then the fighters! Whirling like dead leaves in the skies, able to stoop like hawks and to belch death like dragons, they are perhaps the greatest wonder of all man's mechanical miracles.

There is, for instance, the hornet-like Heinkel "He 112 U," with its strange up-curved wing, and its astounding speed of over 470 m.p.h. in level flight.

I have power-dived British machines at well over 500 m.p.h., but that is another story and I dare not tell it because it contains official secrets.

And the almost fabled U. S. Lockheed, a monoplane of revolutionary design, with a sort of double fuselage, carrying (if we can believe it!) twin 2,250-h.p. Allison engines, a twin tail assembly, and capable of a speed of over 500 m.p.h. already!

Then there is a new British fighter. No one is supposed to know anything about it. It is a fighter of tremendous range.

I must not omit the long-nosed Blenheim, built as a bomber, but so amazing in performance that it has been adapted as a heavy and formidable fighter, with a top speed of about 330 m.p.h., a range of two thousand miles and a heavy armament. Or the American Bell Airacuda, twin-engined pusher fighter, with its two big 37 mm. cannons and four machine-guns, manned by a crew of five. Or the Italian Fiat "G 50" and Macchi "C200," for both which speeds round the 400 m.p.h. mark are claimed.

The Russians have some good ones, though they are not quite up to top notch.

One of Germany's best is the Dornier "Do 17" twin-engined battleplane. It is a semi-high wing monoplane with retractable landing gear, distinguishable by its slender fuselage and double-rudder unit. The pilot's cockpit is in the nose, beyond the airscrews' level—an all-glass nest which also contains two machine-guns. Behind this is another gunner's compartment, with two more high-power guns, and behind this the bomb compartment.

Two 1,200-h.p. engines give a top speed in the region of 400 m.p.h., and the machine has a very long range.

Finally, I come to the British "Spitfire," developed directly from a series of Schneider racers, some of which I had the honour of flying for Britain.

It is a day and night single-seat fighter, with a range of over one thousand miles, its eight machine-guns entirely concealed in the wings.

I have flown as part of a formation attacking a towed target, and seen it riddled through with grey "tracer bullets" till it looked like a cushion spitted by a thousand silver rapiers, and the lot of a bomber squadron being attacked by formations of modern fighters of the "Spitfire" type is awful indeed.

What marvels they are, these mechanical war-birds! What a world it will be when all this human ingenuity and all the millions of money spent on them is turned again to the legitimate work of ferrying goods, business men, and pleasure parties through a new world's unbounded skies!



The "Flying Fortress," triumph of American aeronautical design, has now been made available to Britain. The machine, whose official name is the Boeing B-17 bomber, is a massive 4-engine plane well protected by cannon and machine-guns. These photographs were taken during construction of the bombers at the Boeing Aircraft Company's Plant. In this picture we see the wings which are assembled in four sections: two separate wing tips and two separate middle sections in which the engines are installed.

pitch a new tale from time to time. He now says that after the war Hitler will abolish compulsory military service, provide long week-ends for German workers, and see to it that they have an extended programme of sunshine cruises. It sounds distinctly agreeable, but unfortunately about this time last year the same Dr. Ley was promising the same German workers that they would be joy-riding round Bournemouth by the end of October, 1939; on specially conducted tours to inspect the new Nazi colony of Britain. And earlier this year Dr. Ley was, of course, one of the ardent spokesmen for the theory that peace would be signed in Buckingham Palace by August 15. Reflecting on the fate of those two prophecies, German workers may well be a little sceptical about long week-ends and no more military service. Like that "People's Car" and the Bournemouth joyrides, these schemes are excellent as ideas but eye-wash when it comes to performance.

I could test pilots about their favourite machines. I have tramped out on to the glaring tarmac with them, touched outstretched wings, caressed the gleaming hearts of fighters and bombers never intended for foreign eyes to see—even taken some of them roaring up the skies, and thrilled to feel under my hands the throbbing life of aircraft built to challenge Britain's own superlatives.

In the Winged Brotherhood, these things happen—the men who have plunged with broken wings like Icarus out of the heavens learn a kinship that is stronger than ties of race or blood. And what can I tell you about the best of the world's aircraft to-day?

What is there for a pilot to say? I am not a poet, to set words afire as I tell of the glory of thundering through the tenderness of morning at seven miles a minute! I cannot picture for you the godliness of dropping like a thunder-bolt out of heights where the puny ball of the earth is forgotten.

I could quote you figures, dry as dust, that would stir the imagination of an expert to reeling fantasies; but to the layman they mean nothing.

So the best I can do is to try to describe, in limping words, some of the marvels that the world's most wondrous machinery can perform—and if I give you secrets from Germany, Italy, France, and United States and Soviet Russia, you may still be sure that I shall not disclose any of England's, and so you must add something to my words before you can estimate even the edge of what is hidden in our mighty aircraft heads.

Let me begin with the biggest thing that flies—stupendous U. S. Army Boeing "XB16."

it contains an electric hotplate, percolator, soup heater and dry icebox, and it is decorated in gleaming chromium and white. Working, sleeping and living quarters aboard are sound-proofed, heated and ventilated.

Modern safety devices include elaborate radio equipment, intricate navigation instruments, cameras for daylight star-photography for dead reckoning, an automatic pilot, de-icing installations, wing flaps to reduce speed when landing, and amazing fire-protection apparatus.

Armament includes six large gun emplacements each of which carries blasting machine-guns or quick-firing cannon, some of which latter throw nearly one thousand three-pound high explosive shells per minute.

Speed is somewhere in the region of 290 m.p.h. In addition to a large crew, the machine can carry nearly fourteen thousand pounds of bombs and ammunition as a war load.

When this monstrous bomber flies over a city, the deep note of its four stupendous engines silences the anti-hill activity below, the great wings cut off the sunlight, and women look suddenly at their children, stopping their play to point excitedly upwards.

Scarcely less formidable is the U. S. Army "Flying Fortress," said to be the fastest heavy bomber in the world. Already, the United States has some sixty of these dreadful giants in use.

An all-metal monoplane, powered by four 1,000-h.p. "Cyclone" engines, it has a range of well over three thousand miles, and a top speed of about 300 m.p.h. Five gun-nest "blissers" protect its sleek, streamlined body, some beneath the hull, some above, one in the tip of the thick glass nose, one in the extreme tail; it can

SALE

NOW ON!

SPECIALLY REDUCED
PRICES ON ALL COLD
WEATHER MERCHANDISE
SLIP-OVERS, PULL-
OVERS, SHIRTS, TIES,
STOCKINGS, LEATHER
JACKETS, ETC., ETC.



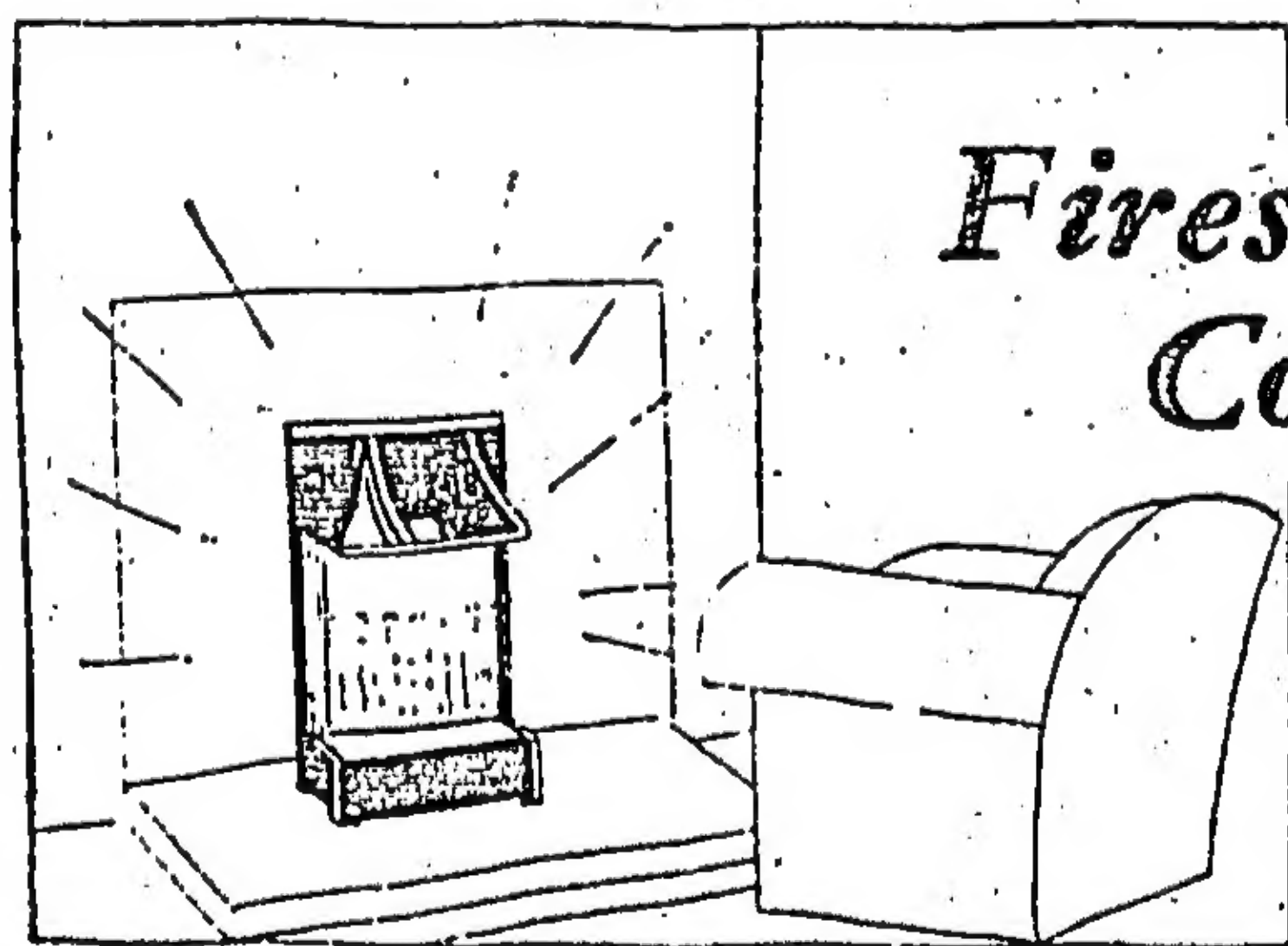
Buy Now and Save Money!

YEE SANG FAT
& CO., LTD.

Here's Luck!

EWO

BEER



*Fireside
Comfort*

On the dullest, coldest day there's sunshine in the room where there's a gas fire. Its healthy, glowing warmth has been acclaimed by the medical profession as artificial "sun-heat." The sun on tap in fact. See the new gas fires at the showrooms to-day.

GAS

THE CHEAPEST HEAT ON TAP

Write, Call or Phone

THE HONG KONG & CHINA GAS CO., LTD.

Central Showroom—

Gloucester Bldg., (Corner of East Arcade). Tel. 24704.

Kowloon Showroom—

246, Nathan Rd., (Corner of Jordan Rd.). Tel. 57341.

QUICK REPAIR KEEPS TRAINS MOVING

WHILE BRITAIN HAS become accustomed to the daily and nightly raids of German airmen, the four large main-line railways have adopted the motto of the coachman of wild western days: "The mail must go through"—and not only the mail but war supplies, industrial goods, food, children who are being taken to safety, and suburbanites travelling to business.

Whatever is happening "up above" the railways carry on. Night after night railwaymen see that the "lines behind the lines" keep running.

Sometimes they do their work in absolute darkness while raiders circle directly overhead

Damage Quickly Repaired

In actual practice it has been found that damage to railroads by bombs is quickly repaired. Special gangs are on the watch for bombing "hits," which are only about 5 per cent, and in most cases the relaying of damaged lines and the clearing away of debris is effected with the least possible delay. There may be overnight halts, but a single night's work usually has a shattered bridge sufficiently repaired, for temporary purposes, to be usable early next morning.

Unlike damaged business buildings which are usually abandoned and left as they are, the railroads are quickly put into commission again, and the vast network of railroads through the London area and leading industrial districts enables quick re-routing to avoid delays.

The fact that, whatever has happened during the night, so many among London's suburban millions manage more or less regularly to get to business, is itself evidence of the railways' steadiness under fire and efficiency under pressure.

Gallantry Under Fire

Sometimes in case of railwaymen there is conspicuous personal steadiness under fire—such as the gallantry of two railwaymen who saved an ammunition train which had been bombed and fired at one end by calmly going to the other end, unhooking wagon after wagon and, in the midst of an inferno of blazing ammunition, levering each wagon separately out of danger.

In the war the main-line railways have assumed an increasingly important place in British economy. They must maintain reasonable service for civilians and perform many vital war tasks at the same time.

One is constantly impressed by the consideration shown for civilian passengers. Although all dining and sleeping cars were withdrawn during the first few months of war, these facilities were subsequently restored.

Nonstop Trains Reduced

A glance at the timetable soon proves that nonstop trains have been sadly reduced in number, while the average express stops more frequently and often takes 20 per cent more time. Maximum speeds are lower, mainly because this saves fuel. Punctuality is not an outstanding characteristic, but civilians do not grumble, knowing something of the urgent, heavy loads which British railways have had to handle at short notice.

The wartime schedules no longer show de luxe trains such as the "Hook of Holland Express," resplendent in its two-tone green and chromium-plating scheme—one of Europe's most luxurious trains.

To-day's schedules have been compiled to allow for emergency calls. The War Office, Admiralty, and Air Ministry each have a private line direct to the Railway Executive, and special trains averaged over 100 per day during the first four months of the war, these trains being required for the transport of men, guns, vehicles, munitions, rations, tanks, and gas cylinders for barrage balloons. One British railway system alone operated an average of 4,000 goods trains every 24 hours from September, 1939, to May, 1940, an increase of more than 500 trains a

day compared with the corresponding period a year ago.

Important firms producing armaments under Government control demand supplies of coal and coke for their blast furnaces and steel works, and trainloads are continually leaving and arriving at private sidings in all the industrial areas from Aberdeen to the south coast. Extra passenger trains have had to be organised for those who have been caught in London air raids and missed the last train home.

Notwithstanding all this, more than 25,000 railwaymen have been

HARNESSING THE ST. LAWRENCE

ONE HUNDRED and ninety-two years have elapsed since man first harnessed the waters of Niagara Falls. While Father Louis Hennepin was the first white man ever to view the Falls, in 1678, it was not until 1748 that the French-Canadian trader, Chabert Joncaire, utilised the minutest fraction of their energy by ingeniously designing and constructing a sawmill on the cataract's brink, says Thomas P. Swift in the "New York Times."

From this humble and insignificant beginning, the development of power from Niagara Falls and surrounding waterways has run the gamut of evolutionary and economic progress to political power intrigue. Production of electric energy from Niagara's waters became an actuality in the early Eighteen Nineties and by 1909 the United States and Canada had joined hands in an effort to advance the "common interest" of both countries through the International Joint Commission, established as a permanent body to settle international boundary disputes and investigate the problem of improving the St. Lawrence waterway.

Strongly Advocated Until 1924

Development of the St. Lawrence seaway, purely as a navigation project, was advocated strongly by the United States Government until 1924 and then, for the first time, the possibilities of including hydro power in the vast undertaking were not only realised but given official sanction. Four Presidents of the United States have strongly urged the adoption of the St. Lawrence seaway plan, but sectional opposition, plus pure economics, has defeated every attempt for treaty approval.

The last St. Lawrence treaty was signed by Canadian and United States officials in 1932 and sent to the Senate by President Roosevelt, with an endorsing message, in 1934. It failed to pass the Senate, falling short of the necessary two-thirds majority, by twelve votes, however. Since that time it officially has lain dormant.

In recent months, however, New Deal proponents of the plan, co-operating with the New York State Power Authority, have been actively at work in reviving the treaty. This time, in sharp contrast to previous proposals, the controversial navigation features of the plan, if not eliminated, undoubtedly will be relegated to the background.

Current negotiations between Washington and Ottawa, while guarded with the greatest of secrecy, are understood to be bas-

SOVIET ENVOY CHEERED IN LONDON

Russian Ambassador Ivan Maisky toured East End air raid shelters late one night.

In response to cheers from their occupants, he mounted a cart and made an impromptu speech in which, the "News-Chronicle" quoted him as saying:

"Your warm greetings are very welcome to me and my wife, but are more welcome to my country."

allowed to join the Army and Navy, while 70,000 others are growing food in their spare time, utilising more than 4,000 acres of land allotted for this purpose by the railway companies. Yet the tracks are being maintained at pre-war standards; coaches are in excellent condition; no signs of deterioration are to be seen.

ed on the intensive development of hydro power along the international rapids section of the St. Lawrence River and not on the larger seaway project of both navigation and power encompassing the entire St. Lawrence-Niagara-Great Lakes system.

Preparedness Angle Cited

Canada, under wartime pressure and accelerated industrial expansion, is desirous of increasing its power facilities to play the role of "arsenal of the Empire." The United States, embarking on the greatest national preparedness programme in the history of the nation, is expected to advance, through Administration proponents of the plan, the "possible power shortage" and "future preparedness" arguments to their fullest degree.

Difficult Problems

It generally is recognised that private enterprise cannot develop the full power resources of the St. Lawrence. On the other hand it will be a costly undertaking for both countries and, if the power development programme were to be started to-morrow, it could not, according to competent engineers, be completed within seven years because of the water and ice hazards that would be encountered during the construction period.

Despite the problems which development of a St. Lawrence hydro system would bring to private utilities in New York State, it is known that President Roosevelt considers the undertaking as a definite objective. In a message to the Senate in 1934, he declared:

"As you know, I have advocated the development of four great power areas in the United States, each to serve as a yardstick and each to be controlled by the government or governmental agencies. The St. Lawrence development in the North-east calls for action."

It is estimated that, eventually, about 5,000,000 horsepower of electricity can be extracted from the St. Lawrence-Niagara development; cost estimates range up to \$200,000,000, the bulk of which would be shouldered by the United States.

GENEVA RULES ON TREATMENT OF PRISONERS

OF THE MANY conventions framed at Geneva to alleviate the cruelties of war, one that seems to have survived the stress of modern warfare better than most has been the convention, signed July, 1929, in relation to the treatment of prisoners of war.

Advices received in Ottawa seem to indicate that the terms of the convention are being on the whole conscientiously observed by belligerents.

This fact has been brought to light amid the outburst of public criticism over the escape of a few prisoners from internment camps in Canada and the modest punishment inflicted on the fugitives when they have been recaptured. No more severe punishment than confinement for 28 days has been given.

Actually the prisoners, at least those who have tried to escape into the rocky wilderness where they had to live on berries and whatever else seemed edible, were glad enough to get back to the internment camp.

The treatment of prisoners and the punishment given those who try unsuccessfully to escape are laid down by the Geneva convention. No penalty can be imposed that is more severe than 28 days confinement. The administration of the camps, feeding of prisoners and housing all follow the terms of the regulation which is under the jurisdiction of an international commission.

Observers and inspectors from this body, which is in active and effective operation, visit belligerent countries. One of these inspectors is now making the rounds of Canadian camps. These inspectors hear complaints of prisoners, investigate them, and forward their finding to Geneva.

The observers are naturally prejudiced in favour of the prisoners, whose interests are therefore certain to receive the most careful and sympathetic consideration in reports sent to the commission's headquarters. Great Britain has its observers in Germany and in countries occupied by the enemy.

Fear Of Retaliation

The first surest guarantee of the fair treatment of prisoners is the fear of retaliation. Each country will be restrained from the exercise of undue severity or from placing any sort of stigma on recaptured prisoners by the fear that similar or worse treatment might be inflicted on their own soldiers held in concentration camps in the enemy's country.

Attempting to escape is not a crime under the rules of warfare. Being taken prisoner is the crime which subjects the prisoner to court martial when he is again with his own countrymen, and one of the most effective claims to leniency is that the prisoner made every attempt to escape from prison camp. It is thoroughly understood here that the only way to remedy the present situation is to increase precautions against prisoners escaping.

A board of inquiry is now sitting in the camp from which the last escape was made. The report is expected shortly. After that there will be a general investigation of the whole question by a board that has already been selected by the Minister of National Defence.

AIR-RAID SHELTER ON ROMAN FORT

Workmen constructing air-raid shelters in the suburb of Stanwix have uncovered a nine-acre Roman fort dating back to about the second century.

The fort, which formed part of Hadrian's wall, is rectangular shaped, 380 feet by 700 feet, and is 300 feet broader than any other fort on the wall.

Hadrian's wall, 74 miles long, was built by Emperor Hadrian in about 120 A.D., and stretched from Solway Firth to the mouth of the Tyne. It was designed to protect Roman Britain from the tribes of the north.

CANADA'S RELATIONS WITH VICHY

Moved by a desire to keep in friendly touch with the people of France, Canada is maintaining official relations with the Vichy Government through the French Legation in Ottawa headed by Rene Ristelhueber.

Officials say the situation has not changed despite recent actions by the Vichy Government in bombing Gibraltar. They add that the future will be entirely dependent on developments which they hesitated to forecast.

A nation-wide organisation prepared to help the Free French Forces under Gen. Charles de Gaulle has been set up in Canada but pending the granting of a charter by the Federal Government is not taking positive action. It was learned from Henri Gauthier, Ottawa representative of the organisation.

The organisation springs from the visit to Canada in July of Henri de Kerillis, personal representative of General de Gaulle. M. de Kerillis asked that French-born residents of Canada form an organisation but at that stage was unable to indicate what action the organisation should take.

Later, after the organisation was formed, it offered its assistance to General de Gaulle and he replied, suggesting that, if possible money be raised among French citizens for the purchase of tanks and other articles of war equipment for the Free French Forces.

Some Frenchmen have already left Canada to join the Free French Forces under General de Gaulle but so long as Canada recognises the Vichy Government of France no enlistment of men in Canada for service in the Free French Forces and no training in Canada would be possible.

The organisation recently applied for a temporary federal charter authorising it to collect funds but the charter has not been granted and no word about the decision on the application has been received.

DEBT NOTE SENT TO GERMANY

The United States has given Germany a semi-annual reminder of post World War indebtedness to this country and omitted the usual offer to war debt defaulters to consider an offer for a settlement.

State Department officials would not comment on the reasons for this omission in the last note to Germany, which was delivered September 12.

The German debt, amounting to approximately \$271,000,000, consists mainly of the cost of American Army occupation of Germany after the war. A debt settlement was reached with Germany in 1930 and was followed by a moratorium in 1933 since which time Germany has been in default.

This usual note to Germany is on a different date than those given to other war debtor nations.

MAIL TO BERLIN DELAYED ONE YEAR

Mail from the United States, dated November, 1939, has finally reached the Berlin Bureau of the Associated Press.

One letter, post-marked November 11 at Key West, Fla., ran the gauntlet of both British and German censors. Another dated November 16 in New York, bore only the German censor's mark.

Letters posted in the United States last May arrived last week. Mail sent by Atlantic clipper usually arrives within a fortnight.

ACCOMMODATING WITNESS

Andrew J. Ryan, Assistant Solicitor General, sought to establish the time of a shooting.

"July?" he inquired of the witness.

"No, Sir, I didn't lie," came the somewhat indignant response.

USED CARS

Make	Model	Miles	Reg. No.	Price
Buick Sedan	1935	38847	5285	\$2,400
Morris 10 Saloon	1934	35593	6067	\$ 900
Humber 12 Saloon	1934	32420	54	\$1,000
Singer 11 Saloon	1935	31864	3615	\$1,400
Studebaker Champion Coupe	1940	2392	309	\$3,900
Studebaker Champion Sedan	1940	1543	6417	\$4,200
Vauxhall 14 Saloon	1934	35213	3202	\$1,300
Studebaker Sedan	1936	16887	79	\$1,750

ALL CARS SERVICED THE SAME AS FOR NEW CARS
ADDITIONALLY

ALL UNITS OF \$1,500 AND OVER IN VALUE
CARRY THE HONG KONG HOTEL GARAGE
GUARANTEE FOR THREE MONTHS.

INSPECTION AND TRIAL INVITED.

HONG KONG HOTEL GARAGE

STUBBS ROAD.

PHONES 27778-9



PENINSULA HOTEL

— POPULAR —

SUNDAY TEA DANCES

— IN THE —

ROSE ROOM

5 P.M. TILL 7 P.M.

ART CARNEIRO

AND HIS SWING ORCHESTRA

THE HONG KONG & SHANGHAI HOTELS, LTD.

Make Your Gift a Tribute
to Lovely Hands



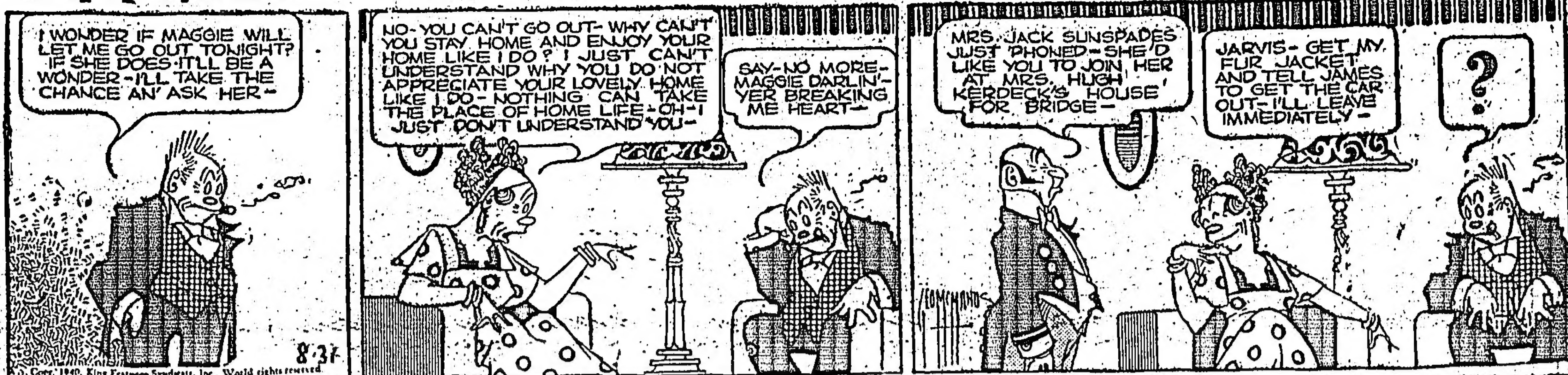
Let her know you enjoy the loveliness of her hands by giving her one of the new handsome Cutex Manicure Sets. There is one exactly to suit her type for there is a wide variety of styles and prices from which to choose.

CUTEX CLUB KIT, IN GENUINE LEATHER

CUTEX MANICURE SETS

Bringing Up Father

By George MacManus



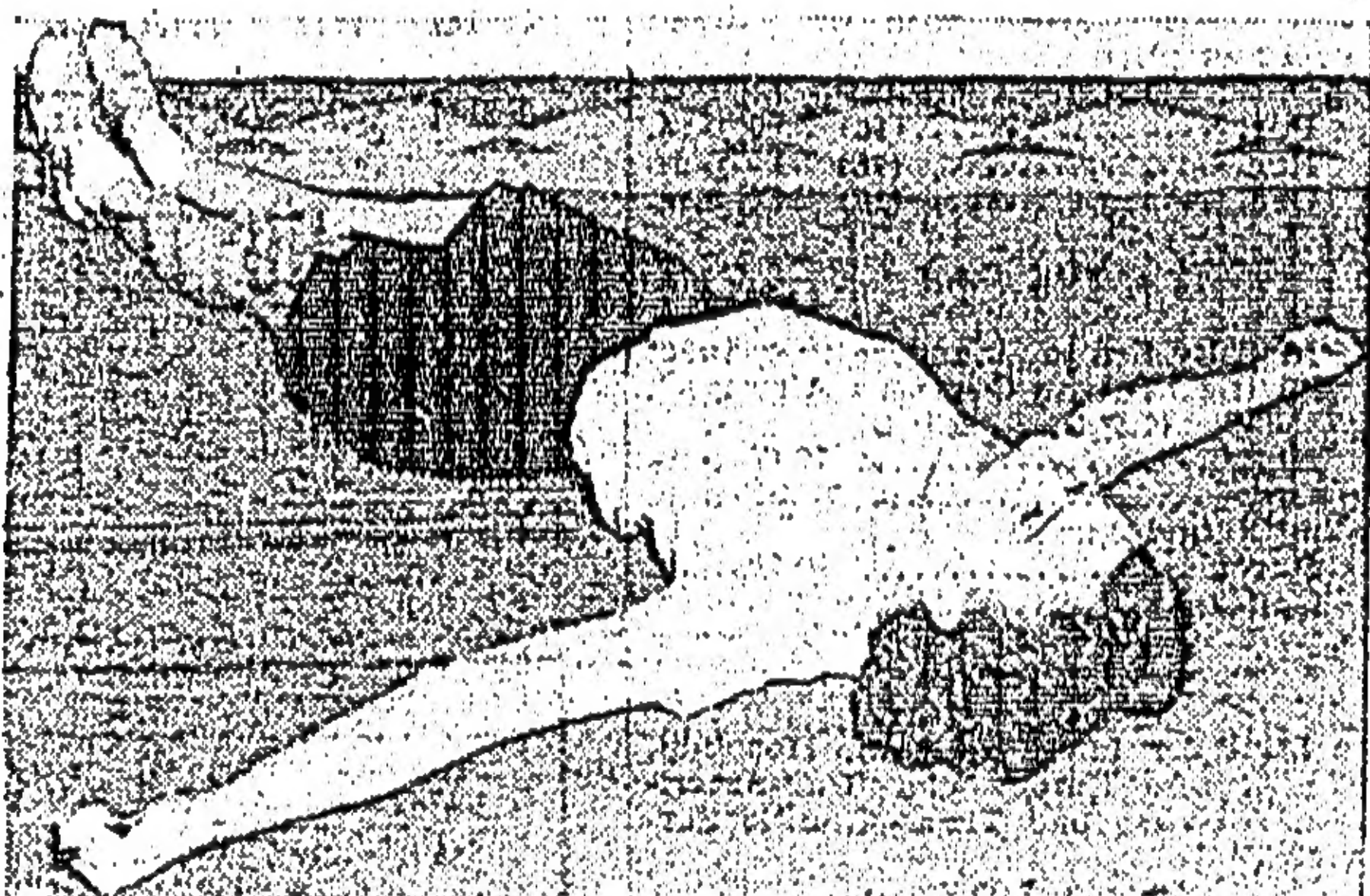
A PAGE FOR WOMEN

Sign of Harmful Inertia

Hold your left arm out, relaxed, in front of a mirror. With the back of your right hand, pat under your upper arm. What happens? If your flesh ripples visibly, I can place a bet that you are not as physically active as you should be. Or you are exercising only certain parts of your body, for your upper arms should be firm and should resist a gentle patting. If you pat the lower part of your arms you will see how it resists, for it is firmer.

It is the truth that women do not exercise their arms enough. That will bring howls down about my head, but it is so. Flabby upper arms are indicative of age and inertia. Young children, who exercise from natural desire, have firm upper arms.

Women should not refrain from carrying things, pushing up windows, opening doors, reaching up for straps in buses, or any of the



Gale Storm demonstrates an arm beautifier. She lies on an exercise mat and places fists on chest. Then with a rapid count, she throws her arm down, outstretched, on the mat, returns them to position and repeats exercise until out of breath. This keeps upper arms firm.

other things we permit men to do for us when we are in their company. Let men be chivalrous, yes, but when you are not with them, take every opportunity to use your arms as you work about the house or the garden.

Swimming And Tennis

Among the sports, swimming is a good arm muscle firmer. The next best is tennis but we should learn to play with both arms. Playing always with the right or left arm overdevelops one arm

and neglects the other. This holds true for other racket games. If we had rings hanging from a ceiling it would be worth our while to swing on them for minutes every single day, for not only would our arm muscles get a workout but our spine would also be very much strengthened.

For Beauty's Sake

No one likes to see a fleshy, flabby upper arm exposed by too short a sleeve or by a gown without any sleeves. Until the arm is firmed and slimmed, a woman should cover it almost to the elbow, both when she wears dinner clothes and during the day. A little persistent exercising and conscious use of her arms will soon beautify them.

A Programme

If you have a high door in a room, open it part way, reach up and hang from the top of it. It should be high enough to lift your feet from the floor. Hang there for several minutes. Relax. Do it again later in the day.

Stand erect, hands placed on shoulders. With force, throw your arms out straight, keeping them shoulder level. Bring hands back to position again. Do this to a quick "one-two."

Sit down on a chair. Let your arms hang limply. Fold your right hand into a tight fist. Then by a quick twist of your arm try to draw a circle by turning your fist outward. You will find that you can complete only a half circle. Return to position. Do this to a quick "one-two" also. Then repeat exercise with left arm.



The girl who went in for a heavy coat of tan is now bemoaning the fact that Old Sol never treated a girl white.

Two-bite size MEAT BALLS

simmered in Tomato Gravy

by Dorothy Greig

ONE thing I find exciting about cooking is the way in which improvements on old dishes are always bobbing up.



For instance, look at meat balls, a good old standby dish from 'way back. In the recipe below we show how to add new character to them. The combination of sage and other seasonings gives rare zest. Then we simmer the balls in condensed tomato soup... more lively flavor for the meat and a rich tomato gravy besides.

We make the balls much smaller than usual, too—no bigger than an overgrown marble—and we use a hot oven. All of which cuts down on the cooking time.

In making, roll the balls loosely. That keeps them tender and juicy. The rice as it cooks will swell a little, also, and needs room.

Meat Balls in Tomato Gravy

1 pound ground beef
1/2 cup rice (uncooked)
1/2 cup chopped onion
1/2 teaspoon salt
Pinch of pepper
1 1/2 teaspoons sage
2 tablespoons chopped parsley
1 egg
1 can condensed tomato soup

Wash the rice and mix it through the ground meat. Then add the onion, seasonings, sage, parsley and egg, slightly beaten. Mix thoroughly. Form into balls (about 12-14 balls) and put into a deep baking dish. Heat the can of condensed tomato soup with 1 can of water and pour over the meat balls in the casserole, having the balls well covered. Place in a hot oven (375°-400°) in a covered casserole, and bake 1 hour and 15 minutes. Serves 6-7.

EAT AT—

Jimmy's Kitchen

INEXPENSIVE

SATISFYING

GEO. FALCONER & CO., LTD.

UNION BLDG. — OPP. G.P.O.

EST. 1855

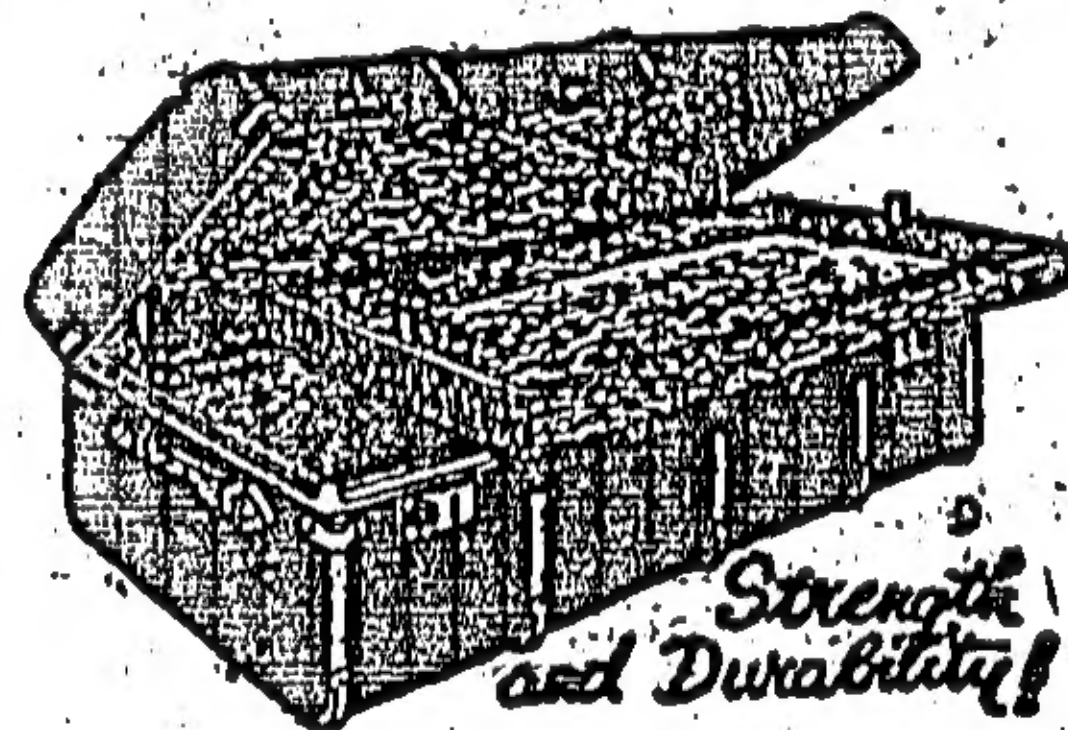
Specialists in
Repairing Watches, Clocks, Chronometers
Binoculars and Technical Instruments.

All repairs are carried through in our own
workshop under European Supervision.

WHITEAWAY'S

CABIN TRUNKS

AND

EXPANDING
SUITCASES

FIBRE CABIN TRUNK: A solidly built trunk, covered in brown water-proof canvas. Fitted two good locks & centre bolt. Cotton lined & fitted with tray. Size 38" x 20" x 13". ... **55.00 ea.**
EXPANDING SUITCASES. Real fibre, fitted with extending locks, strong handle, & cotton lined. Size 28" x 19" x 8". **33.50 ea.**

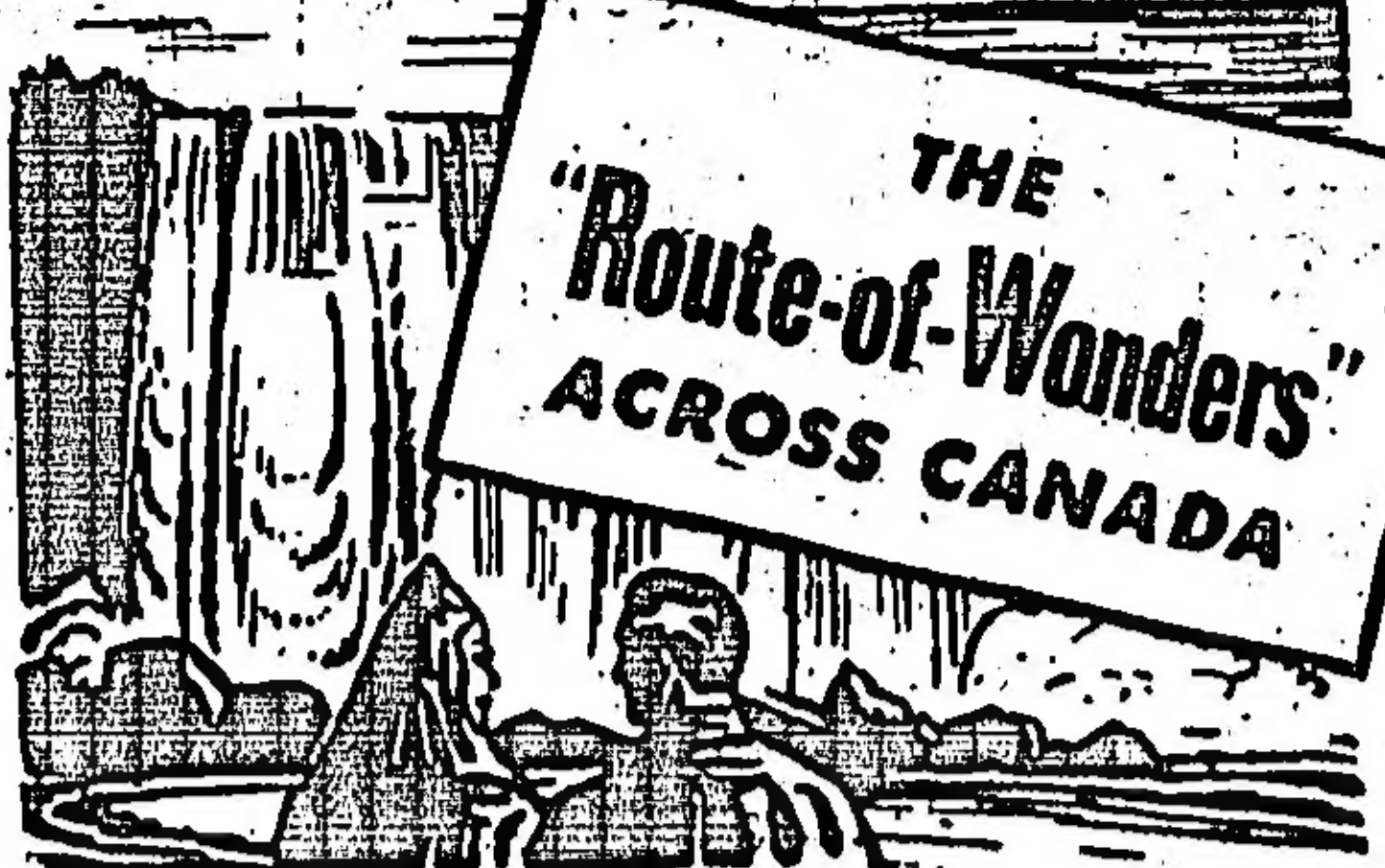
Ice Cubes!

Ever been rushed for ice cubes at a party or your bathing shed? Buy a packet of **Dairy Farm Ice Cubes** and you'll find your problems solved. Crystal clear, and generously sized, they won't spoil your drinks or give them an "off taste."

25 cents per packet
of 48 cubes.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

Pure Food Specialists.



Go *Empress* from the Orient to Canada, United States and Europe. The *Empress* Way includes these scenic splendors:

1. **SPECTACULAR MOUNTAIN JOURNEY**...600 thrilling miles of Canadian Rockies. See Banff, Lake Louise en route.
2. **CANADA'S FERTILE PLAINS**...the great prairies of the western provinces.
3. **GREATEST CHAIN OF LAKES** in the World...Canada's inland oceans, the Great Lakes.
4. **FALLS FAMED AROUND THE WORLD**...Niagara Falls.
5. **LARGEST INLAND PORT** in the World...Montreal, 1,000 miles from the sea.

ENJOY THE ADVANTAGES OF THIS
"ONE-MANAGEMENT" ROUTE.

NEXT SAILING FROM HONG KONG
TO VANCOUVER
FIFTH WEEK IN NOVEMBER
(Omitting Honolulu)

NEXT SAILING TO MANILA
THIRD WEEK IN NOVEMBER

For Full Information Consult Your Travel Agent.
OR

Union Building
Hong Kong
Telephone 20752

Canadian Pacific
World's Greatest Travel System

O. S. K. SAILINGS FROM HONG KONG SUBJECT TO CANCELLATION

NEW YORK via Japan, San Francisco, Los Angeles and Panama, Call Direct at Cristobal, Boston, Philadelphia and Baltimore...

RIO-DE-JANEIRO, SANTOS, MONTEVIDEO & BUENOS AIRES via Panama...

MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, ALGOA BAY, CAPE TOWN & SOUTH-AMERICAN PORTS via Singapore & Colombo...

BOMBAY & KARACHI via Singapore, Penang and Colombo...

CALCUTTA via Saigon, Singapore and Rangoon.

KEELUNG via Swatow & Amoy

CANTON

Montevideo Maru 21st Nov.
(from Kobe).

Manila Maru 5th Dec.
Terminates at Cape Town.

Hawaii Maru 30th Dec.
Toa Maru 20th Nov.
(Passengers acceptable)

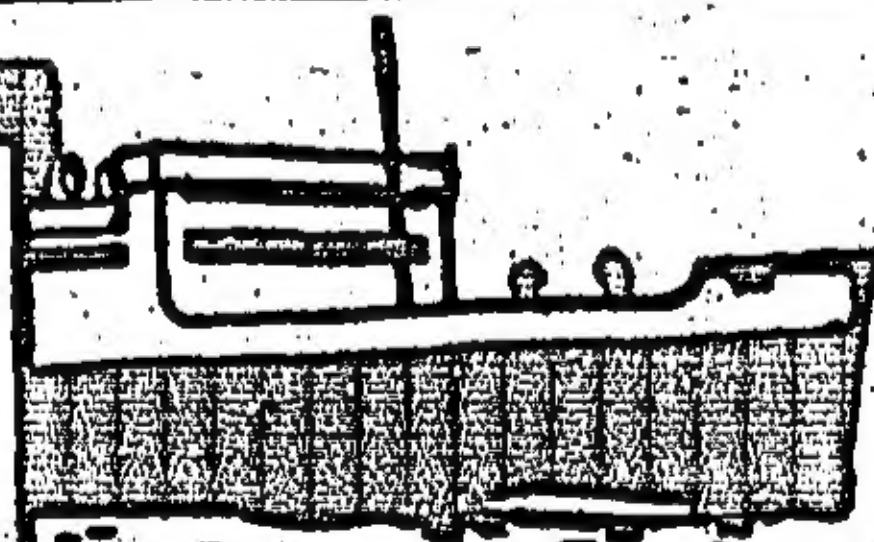
Melbourne Maru 17th Dec.

Himalaya Maru 26th Nov.

FOR FULL PARTICULARS
PHONE 28081 OR APPLY TO

OSAKA SYOSEN KAISYA

PRESIDENT LINER SAILINGS



To San Francisco and Los Angeles
Via Shanghai, Kobe, Yokohama & Honolulu

S.S. PRESIDENT TAFT November 17
S.S. PRESIDENT CLEVELAND December 7
S.S. PRESIDENT COOLIDGE December 28

To New York and Boston
Via Manila, Singapore, Penang, Colombo,
Bombay and Capetown

S.S. PRESIDENT ADAMS November 22
S.S. PRESIDENT VAN BUREN December 10
S.S. PRESIDENT JACKSON December 15

To San Francisco & Los Angeles Via Yokohama.
S.S. CITY OF NORFOLK November 17

★ ★ **AMERICAN** ★ ★

PRESIDENT LINES

"ROUND-WORLD SERVICE."

AGENTS FOR TRANSCONTINENTAL AND
WESTERN AIR AND UNITED AIR LINES

12, Pedder Street.

Telephone 28171.

MAILS

Greeting Cards (Christmas, New Year, etc.) must contain no written matter, except the name and address of the sender, and must be posted in unsealed covers, which must be clearly marked "Greeting Card". The rate of postage is 5 cents per 2 ounces for all countries, except Hong Kong, China and Macao which is 2 cents per 2 ounces.

Parcel post service to Canton is temporarily suspended.

Small Packet Post to all countries is suspended.

INWARD MAILS

SUNDAY

Swatow.

THURSDAY

Air Mail by "Pan-American Airways Direct Service"—San Francisco date, 12th November.
U.S.A., Honolulu, Japan and Manila (San Francisco date, 25th October).
Canada, U.S.A., Japan and Shanghai—(Vancouver B.C. date, 2nd Nov.).

SATURDAY

Java and Manila

FOR DATE & TIME

OUTWARD MAILS

SATURDAY

Shanghai, Japan, Honolulu, G.P.O. & K.P.O.
Parcels 5.00 p.m.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

MONDAY

Sandakan 2.30 p.m.
Rangoon 3.30 p.m.
U.S.A., Canada, Central and South America and United Kingdom via San Francisco. (No Parcels for Canada and United Kingdom).
Note:—All Mail for United Kingdom will be forwarded with or without superscription.
G.P.O. & K.P.O.
Par. (18) 5.00 p.m.
Reg. (18) 5.00 p.m.
Ord. (18) 5.30 a.m.

TUESDAY

Air Mail by Sea to Singapore to connect with the "British Overseas Airways".
K.P.O. & G.P.O.
Reg. 10.00 a.m.
Ord. 10.30 a.m.
Calcutta and Straits
Parcels 10.30 a.m.
Letters, 11.30 a.m.

THURSDAY

Air Mail for Manila, Guam, Honolulu, U.S.A. and Europe via "Pan-American Airways and Trans-Atlantic Services".
K.P.O.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

G.P.O.
Reg. 5.00 p.m.
Ord. 7.00 p.m.

Air Mail by sea to Singapore to connect with the "British Overseas Airways".
K.P.O.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

G.P.O.
Reg. 5.00 p.m.
Ord. 7.00 p.m.

Straits, Ceylon, India, East and South Africa 7.00 p.m.

* Superscribed Correspondence Only.

RADIO

12.15 p.m.—Short Service of Intercession.

12.30 p.m.—John McCormack (Tenor) and the London Palladium Orchestra.

1.03 p.m.—Piano Duets by Young and Forsythe.

1.15 p.m.—London Piano-Accordeon Band, under direction of Scott Wood.

1.30 p.m.—Reuter and Rugby Press, Weather Report and Announcements.

1.45 p.m.—A Humorous Variety Programme—Elsie and Doris Waters, Harry Roy and his Orchestra, Sacha Guitry and Seymour Hicks, Molly Picon.

2.15 p.m.—Close down.
6.00 p.m.—Tschalkowsky — Symphony No. 5 in E Minor (Op. 64). Leopold Stokowski conducting the Philadelphia Symphony Orchestra.

6.50 p.m.—Songs by Dennis Noble (Baritone).

7.00 p.m.—London Relay—The News.

7.15 p.m.—London Relay — Topical Talks: "Questions of the Hour".

7.27 p.m.—Tino Rossi (Tenor) and the Orchestra Mascotte.

8.03 p.m.—London Relay — "Garrison Theatre".

9.00 p.m.—London Relay—News and News Commentaries.

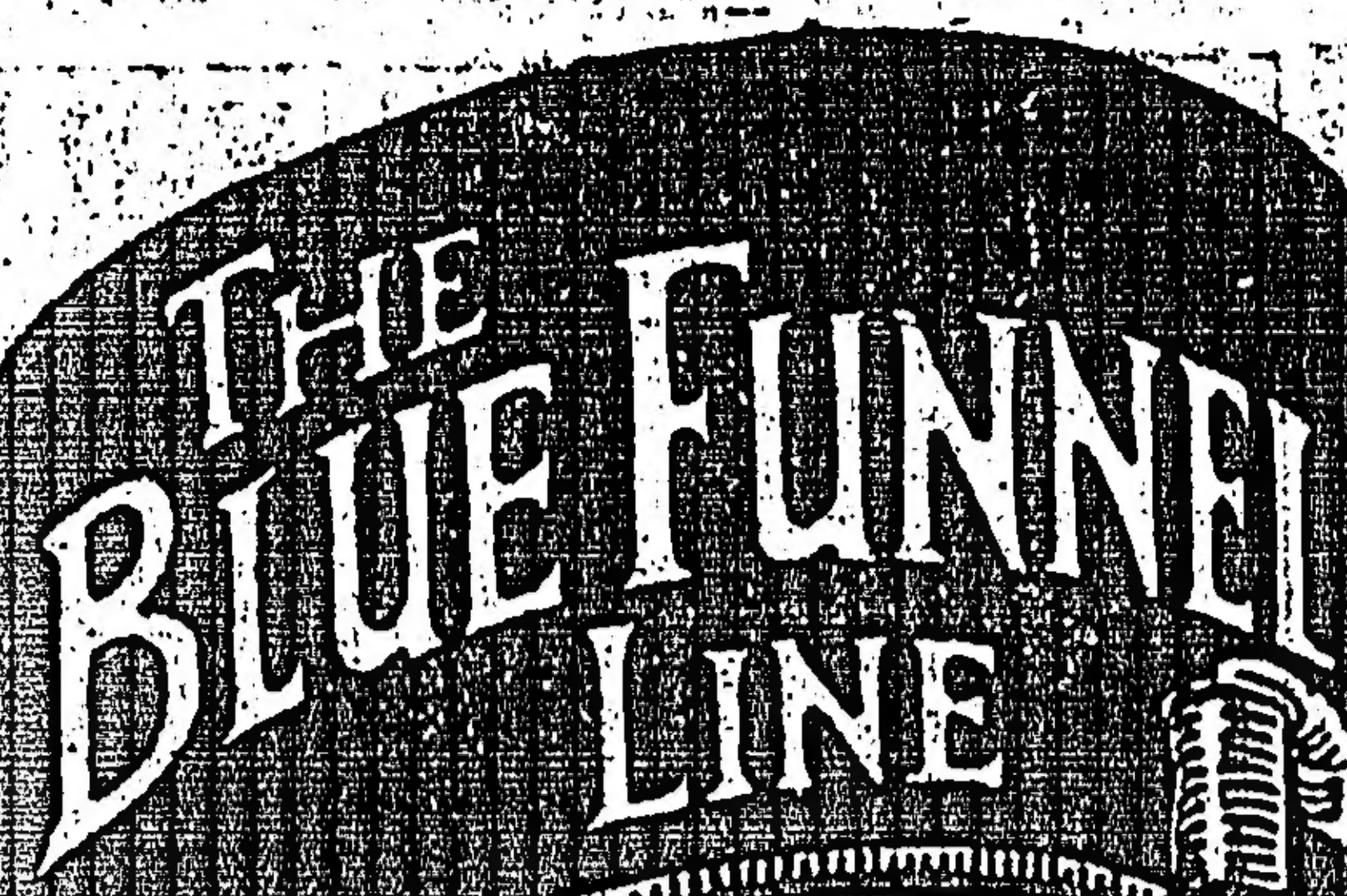
9.30 p.m.—An hour of Popular Classics.

10.30 p.m.—Paul Robeson (Bass).

10.40 p.m.—Hits and Scenes (from Ivor Novello's Shows).

11.15 p.m.—Dance Music.

12 midnight—Close down.



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

To UNITED KINGDOM PORTS

WELL PLACED END OF
NOVEMBER SAILING

For dates and ports of call apply to Agents

PACIFIC & NEW YORK SERVICES

Are maintained as hitherto.

Information regarding INWARD CARGO
and all matters relating to freight
and passage will gladly be given by —

BUTTERFIELD & SWIRE.

AGENTS

Tel. 30332

1, Connaught Road, C.

FOR
**MODERN
PHOTOGRAPHY**

WEDDING GROUPS SPECIALITY. **KING'S STUDIO**
AVAILABLE FOR PRIVATE USE TEL. 28755

TRAVEL A.-O. LINE

TO

AUSTRALIA

CALLING AT MANILA, THURSDAY ISLAND,
CAIRNS, TOWNSVILLE, BRISBANE,
SYDNEY AND MELBOURNE, ETC.

NEXT SAILING

EARLY IN JANUARY 1941

For Freight or Passage, apply to:—

BUTTERFIELD & SWIRE

Agents

Hong Kong, China & Japan

Tel. 30332.

GIRLS' SOFTBALL

BABY PANTHERS FAVOURED FOR MATCH WITH CARDINALS

Wahoos Expected To Redeem Recent Failures

Wildcats Should Have Little Worry Against Ramblerettes

By "Grandstand"

IN THE CURTAIN-RAISER OF THE USUAL SIX-GAME SOFTBALL PROGRAMME AT CHATHAM-ROAD TO-MORROW, THE GREEN-SHIRTED WAHOOS WILL TAKE ON THE FLORINHAS. DESPITE THEIR RECENT POOR FORM, THE WAHOOS SHOULD NOT LOSE THIS ONE, AND IT IS UNDERSTOOD THAT POSITIONAL CHANGES WILL BE TRIED OUT.

Rookie Ida "Sweet-as-apple-cider" Castro, who has been seen at the hot-corner in the last few games, will be given a chance on the mound, with first-string hurler, Jeannette Yolle, being switched to third base.

Another change will be at the keystone sack, where Pat Pacso will be seen. With a little more ball-sense, Pat will make a real good infielder.

The Little Flowers will be there trying, and in this country you can't hang anybody for that. Doc Molthen, Dave Walker and C. M. Xavier have been selected to umpire this game.

The Recreio Ramblerettes are not expected to offer much opposition to the Wildcats, when they meet at noon. Hurler Irene Mathias, for the Ramblerettes, will be easy pickings for the Untamed Felines, who will probably boost up their batting averages, to climb another rung in the ladder to the pennant.

Umpires for this game will be Hal Winglee, Nip Lum and Johnnie Fonseca.

Best Game Of Day

At 10.30 a.m., the Cardinals will meet the Baby Panthers in the only interesting tilt of the day in the Ladies' League. In their last two tussles, the Cardinals showed they have something this season, and if they keep up the good work, they should manage to finish in the top half of the League.

Ace-hurler Efigina Babida startled the dopesters with her new found control, and would have created a major upset last week, had more support been given by the other members of the team.

Their stickwork department is fairly well-balanced, and can be depended upon in the pinches, but a slight re-arrangement of the batting order is necessary. Last week they made the mistake of bunching up their hitters, with the result that the weak-end failed to come through on the two occasions that the bases were loaded.

The weak spots in the fielding are the out-fielders—I've yet to see a catch in the garden!

The infield also needs a bit of polish, and "Gilly" da Motta would be better at the keystone sack, where the heaves to first are shorter, switching Grandma Hutchinson to short-stop and Bee Johnson, to third.

All-rounder Rosita Bagalawis is safe behind the plate, but if she continues to step forward for the pitch to shorten her pegs to second, one of these days, she will get a whack on the brain-box she won't forget for some time!

Panthers Favoured

To the Baby Panthers, well-known for their base burgling, I give the edge in this game. Coach Cesario "Donald Duck" Xavier, has wisely concentrated on building up good pitchers, and the Pantherettes are probably the only team in the League carrying three pitchers.

They will, however, be without manager-coach Xavier this week, as he has been medically advised to take a rest.

Arbiters for the game will be Powlawski, Stan Leonard and A. M. Omar.

"RAPIER'S" RACING SELECTIONS

Race No. 1
DESERT STAR
ASCOT VALE
NATIONAL LIBERTY
Outsider:—Lancashire Chap

Race No. 2
CHEERFUL STAR
CENTRE COURT
VENUS BAY
Outsider:—A Green Time

Race No. 3
BURFORD
O-LAN
CRAIGAVAD
Outsider:—Oonagh

Race No. 4
FLYING DUTCHMAN
FAIR CHANCE
PUMPERNICKEL
Outsider:—Springhurst

Race No. 5
EVE OF PEACE
WEST LAKE
THIS TIME
Outsider:—Portrush



Race No. 6
BAFFIN BAY
VICEROY
AMICUS CURIAE
Outsider:—Many Thanks

Race No. 7
HAPPY LANDINGS
DERBY DAY
CONTACT
Outsider:—A Great Time

Race No. 8
BRESSAY
SALVAGE MASTER
DOUBLE CHANCE
Outsider:—Gold Coin

DAILY DOUBLE: — EVE OF PEACE AND HAPPY LANDINGS.

MEN'S SOFTBALL

THREE GOOD GAMES

By "Grandstand"

In the Senior League, fans will be treated to a most interesting three-game programme, any one game of which will be worth the price of admission.

Scheduled to start at 1.30, match between the Saints and the Cyclones will open the proceedings, and some fast plays should be seen in spite of the poor show displayed by the Josephians last week, when they were trounced by the Recreio Aces.

Mentor Choppy Omar is still pinning his faith on the same line-up as last week, with perhaps one or two changes in the batting order. The absence of Powlawski from port, will to a certain extent, weaken the right field patch, but the Cyclones are not place-hitters, capable of taking advantage of the weak spot. St. Joseph's stock suffered a terrific drop after their set-back at the hands of the Rees, last week, and only even money is offered by those with inside information.

If they are to be in on the 'kill' the Co-legians cannot afford to drop another.

On the other hand, Cyclone manager "Sunburn" Omar, is not hopeful of a pennant this year, but promises that any team coming up against them will have to play more than ordinary ball to down them. The Saints' hitters have been in a slump, especially George "Strawberry" Souza, who went up to the plate nine times in a row, without a hit, during the last three games, whilst "Bambino" Dave Leonard has not lived up to his name. "You're due for a hit, boys!"

Meanwhile Cyclone stocks have soared since their victory over the Indians. Hurler A. R. Markar, who held the Indians, will toe the rubber again in to-morrow's battle, with battery-mate "Skelly" Razack, but it is doubtful whether Markar can stand up against the Saints when they really bear down.

Nick Belmont, Nip Lum and T. Chinn will be calling the game.

Mohawks On Warpath

At 2.45 p.m. the Mohawk Tribesmen will be on the warpath again as the Hong Kong Baseballers take on the Canadian Chinese. The Canucks should be no match against the almost perfect fielding of the Baseballers, and it seems that they will still have nothing to show in their "games won" column.

Hurler Maxie Edwards will start on the hill for the Baseballers, and even if the Canucks connect him for scratch singles, it should be impossible for them to pilfer anything from Joe Morris, "the man in the iron mask".

Umpires for the tussle will be Powlawski, Albert Leonard and Bakar.

The Nightcap

In the nightcap, the Indian Softballers, still smarting from their stinging defeat at the hands of the Cyclones, will meet the Recreio Aces. Except for a few brilliant flashes of fielding here and there, the Indians have not shown anything like a pennant team. This corner wonders why Madcen "Slim" Arcuill, baseball star-hurler, is given the task of holding the initial sack, when experienced—Sheridan "Romeo" Hamel is on the bench.

The Rees, if they show the same form as last week, should take the game.

Umpires selected for this game are "Doc" Molthen, Ernie Hearther and Johnnie Delgado.

1940 FORM GUIDE

Following is the 1940 second half form guide at the Valley:

China Ponies

½ Mile 155 Yards

1.02.0—Distinctive Time (Wei, 140); 2, Eve of Heaven (Black, 140); 3, Dupont Bay (Sung, 142). 1½ and 2. 8th E (2).

1.04.4—Conquering Time (Wei, 149); 2, Blue Diamond (Lee, 142); 3, Hopful Star (Hearne, 161). 2 and ½. 7th E.

1.08.4—West Lake (Chao, 150); 2, Sunlight View (Pih, 168); 3, Portrush (Chang, 159) and Eve of Hunting (Wood, 153). 1½ and dead heat. 8th E (1).

1.10.0—This Time (Wei, 168); 2, Valorous (Hearne, 145); 3, Double Chance (Chao, 168). Short head and 2. 8th E (1).

Six Furlongs

1.25.1—Conquering Time (Wei, 157); 2, Lilliber (Chao, 151); 3, Ronson (Poy, 153). Short head and ½. 10th E.

1.26.1—Resisting Time (Wei, 158); 2, Hillsboro Bay (Treverton, 150); 3, Taxing Master (Tao, 151). 3 and 1. 7th E.

1.27.3—Hughber (Chao, 156); 2, Thirty Six (Pan, 161); 3, Eve of Folly (Davis, 147). 1½ and 1. 10th E.

1.28.3—Strathbannock (Treverton, 148); 2, Rose-Queen (P. Botelho, 153); 3, Advancing Time (Chao, 162). Short head and short head. 7th E.

One Mile

1.53.0—Confusion Bay (Black, 161); 2, Craigavad (Pih, 157); 3, Distinctive Time (Wei, 142). Short head and 4. 10th E.

1.54.3—Gay Star (Tao, 160); 2, Rose Emily (Poy, 144); 3, Conquering Time (Wei, 164). 1 and 1. 8th E (1).

1.57.1—Peaceful View (Pih, 142); 2, King Kong (Needa, 154); 3, Expansion Time (Wei, 140). Neck and ½. 8th E (1).

2.00.3—Eve of Dancing (Wood, 152); 2, Eve of Peace (Barrow, 147); 3, Patricia (Ho, 147). 6 and 2. 8th E (1).

2.01.4—Kentucky (Chiu Ki-fan, 158); 2, Advancing Time (Ho Hong Ping, 160); 3, Strathbannock (Cooper, 159). 5 and 1. 10th E.

2.03.4—Boo! Bay (Li, 153); 2, Emergency Unit (Lee, 155); 3, Rose Fiana (Copplin, 161). Head and 6. 10th E.

2.05.1—Portrush (Sequeira, 152); 2, Sunlight View (Ho, 150); 3, Eve of Hunting (Wood, 158). ¾ and 3. 7th E.

2.07.4—March Brown (Cooper, 154); 2, Double Chance (Yeung Wing-kwai, 156); 3, Gold Coin (K. F. Chiu, 148). 4 and 6. 7th E. 1 Mile 151 Yards.

2.07.3—Hillsboro Bay (Needa, 158); 2, Thirty Six (Hearne, 148); 3, Advancing Time (Chang, 150). ½ and 2. 8th E (2).

2.09.0—Victoria (Pih, 150); 2, Blue Gate (Chao, 150); 3, Galveston Bay (Needa, 162). 4 and 3. 8th E (2).

2.10.3—Thirty Six (Chao, 168); 2, Victoria (Pih, 161); 3, Blue Gate (Chang, 150). Short head and 3. 9th E.

¼ Miles

2.20.1—Eve of Harvest (Black, 157); 2, O-Lan (Needa, 156); 3, Craigavad (Pih, 158). 2 and 1½. 8th E (1).

2.25.2—Dupont Bay (Black, 158); 2, O-Lan (Sung, 168); 3, Distinctive Time (Wei, 156). 1½ and 2. 9th E.

2.28.0—Avon (Black, 145); 2, Galaxy (Tao, 146); 3, Rose Emily (Poy, 151). 1½ and 4. 9th E.

2.37.2—Eve of Hunting (Craven, 158); 2, Phoenix (Liang, 146); 3, Clownier (Chao, 147). 4 and 2. 8th E (2).

2.41.4—Piet Hein (Wei, 140); 2, Bressay (Hearne, 161); 3, Gold Coin (Liang, 146). ½ and 2. 8th E (2).

Australian Ponies

½ Mile 155 Yards

1.00.3—A Green Time (Proulx, 162); 2, Tarzan (Wei, 135); Heinz (Black, 145). 2 and 1½. 7th E.

6 Furlongs

1.17.0—Viceroy (Black, 160); 2, Springhurst (Poy, 140); 3, Pumpernickel (Tao, 147) and Rowan (Hearne, 155). ½ and ½. 7th E.

1.17.1—Vanity Fair (Ip, 145); 2, Ascot Day (Hearne, 149); 3, Lancashire Chips (Wei, 166). Short head and 2. 9th E. Vanity Fair was disqualified and Viceroy (Black, 160) secured third place.

1.21.2—Catterick Bridge (Hearne, 165); 2, Dick Turpin (Pan, 140); 3, Quick Despatch (Proulx, 154). 3 and short head. 10th E.

One Mile

1.43.2—Far View (Pih, 164); 2, Sapper (Black, 165); 3, Lancashire Chips (Wei, 148). ¾ and 1. 8th E (2).

1.46.4—Pumpernickel (Proulx, 148) and Brown Derby (Black, 147); 3, A. Roaring Time (Wei, 157). Dead heat and 2. 9th E.

1.47.1—Brown Derby (Black, 152) and Income Tax (Wei, 160); 3, Bredon (Chattley, 155). Dead heat and 4. 7th E.

1.47.1—Warrego River (Black, 147); 2, Catterick Bridge (Hearne, 152); 3, Colorado Star (Davis, 135). 2 and 4. 8th E (1).

1.47.2—Venus Bay (Needa, 146); 2, Cheerful Star (Hearne, 145); 3, Quick Despatch (Treverton, 145). 1½ and 3. 8th E (2).

1.47.3—Income Tax (Tao, 148); 2, Fair Chance (Proulx, 152); 3, Springhurst (Poy, 149). Short head and short head. 9th E.

1 Mile 151 Yards

1.57.1—Brown Derby (Black, 162); 2, Shuttlecock (Hearne, 147); 3, Piccadilly Jim (Poy, 155). 1½ and 2. 8th E (2).

2.00.3—Winnie (Chiu Ki-fan, 140); 2, Tarzan (Hoo, 137); 3, Quick Despatch (Cooper, 148). 5 and 2. 8th E.

¼ Miles

2.12.0—Australian Diamond (Wei, 154); 2, Many Thanks (Black, 151); 3, Connieber (Hearne, 152). Many and ½. 7th E.

2.13.2—Springhurst (Poy, 143); 2, Rowan (Hearne, 155); 3, Murrumbidgee (Black, 147). Short head and 2. 8th E (1).

2.17.3—Cheerful Star (Tao, 150); 2, Piccadilly Jim (Poy, 158); 3, Centre Court (Sung, 160). 2 and 1½. 9th E.

1½ Miles

3.12.4—Sapper (Davis, 150); 2, Amicus Curiae (Chao, 150); 3, Viceroy (Botelho, 150). 3 and 4. 10th E.

Two Miles

3.49.2—Piccadilly Jim (Chao, 157); 2, Centre Court (Sung, 155); 3, Warrego River (Black, 154). Neck and 0. 10th E.